# NACOmatic

Effective: 14-January-2010
Expires: 11-February-2010


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INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

**ANKENY, IA**
ANKENY RGNL ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**ATLANTIC, IA**
ATLANTIC MUNI ..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
Category D, 800-2½.
NA when local weather not available.

**BRANSON, MO**
BRANSON ..... **RNAV (GPS) Rwy 14[1]**
**RNAV (GPS) Rwy 32[2]**
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2¼.

**BURLINGTON, IA**
SOUTHEAST IOWA
RGNL ..... **ILS or LOC Rwy 36[1]**
**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
**RNAV (GPS) Rwy 36**
**VOR/DME Rwy 12**
**VOR Rwy 30**
NA when local weather not available.
[1]ILS,LOC, Category D, 800-2¼.

**CAPE GIRARDEAU, MO**
CAPE GIRARDEAU
RGNL ..... **ILS or LOC Rwy 10[12]**
**LOC/DME BC Rwy 28[1]**
**RNAV (GPS) Rwy 10[1]**
**RNAV (GPS) Rwy 28[13]**
[1]NA when local weather not available.
[2]ILS, LOC, Categories A, B, 1000-2;
Categories C, D, 1000-3.
[3]Categories A,B,C,D, 900-2¼.

NAME ALTERNATE MINIMUMS

**CEDAR RAPIDS, IA**
THE EASTERN IOWA ..... **ILS or LOC Rwy 9[1]**
**ILS or LOC Rwy 27[1]**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR Rwy 27**
NA when local weather not available.
[1]NA when control tower closed.

**CHARITON, IA**
CHARITON MUNI ..... **RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 17**
NA when local weather not available.

**CHARLES CITY, IA**
NORTHEAST
IOWA RGNL ..... **LOC Rwy 12**
**NDB Rwy 12**
**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
NA when local weather not available.

**CHEROKEE, IA**
CHEROKEE
COUNTY RGNL ..... **RNAV (GPS) Y Rwy 36**
**RNAV (GPS) Z Rwy 36[1]**
NA when local weather not available.
[1]Categories A, B, 800-2¼.

**CLINTON, IA**
CLINTON MUNI ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR Rwy 3**
NA when local weather not available.

**COLUMBIA, MO**
COLUMBIA RGNL ..... **ILS or LOC/DME Rwy 2[1]**
**LOC/DME BC Rwy 20[1]**
**VOR Rwy 13[2]**
[1]NA when local weather not available.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

**COUNCIL BLUFFS, IA**

COUNCIL BLUFFS MUNI ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR-A**

NA when local weather not available.

**CRESTON, IA**

CRESTON MUNI ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**

NA when local weather not available.

**DAVENPORT, IA**

DAVENPORT MUNI ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 21**
**RNAV (GPS) RWY 33**
**VOR Rwy 3**
**VOR Rwy 21**

NA when local weather not available.

**DECORAH, IA**

DECORAH MUNI ..... **RNAV (GPS) Rwy 29**

NA when local weather not available.

**DES MOINES, IA**

DES MOINES INTL ..... **ILS or LOC Rwy 5[1]**
**ILS or LOC Rwy 13[1]**
**ILS or LOC Rwy 31[1]**
**RNAV (GPS) Rwy 5[2]**
**RNAV (GPS) Rwy 13[2]**
**RNAV (GPS) Rwy 31[2]**
**VOR/DME Rwy 23[3]**

[1]Category E, 900-2¾.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

**DUBUQUE, IA**

DUBUQUE RGNL ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**
**RNAV (GPS) Rwy 36**
**VOR Rwy 13[1]**
**VOR Rwy 31[1]**
**VOR Rwy 36**

NA when local weather not available.
[1]Category D, 800-2¼.

**ESTHERVILLE, IA**

ESTHERVILLE MUNI ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**

NA when local weather not available.

**FAIRFIELD, IA**

FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**FORT DODGE, IA**

FORT DODGE RGNL ..... **RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 24**
**RNAV (GPS) Rwy 30**
**VOR Rwy 12**
**VOR/DME Rwy 30**

NA when local weather not available.

**FORT LEONARD WOOD, MO**

WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD ..... **ILS or LOC Rwy 14[12]**
**NDB Rwy 32[1]**
**RNAV (GPS) Rwy 14[2]**
**RNAV (GPS) Rwy 32[2]**
**VOR Rwy 14[1]**
**VOR Rwy 32[1]**

[1]NA when control tower closed.
[2]NA when local weather not available.

**GRINNELL, IA**

GRINNELL RGNL ..... **NDB Rwy 13**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**
**VOR/DME Rwy 31**

NA when local weather not available.

**HARRISONVILLE, MO**

LAWRENCE SMITH MEMORIAL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**

NA when local weather not available.

**IOWA CITY, IA**

IOWA CITY MUNI ..... **RNAV (GPS) Rwy 25**
**RNAV (GPS) Rwy 30**
**VOR-A**

NA when local weather not available.

**IOWA FALLS, IA**

IOWA FALLS MUNI ..... **RNAV (GPS) Rwy 31**

NA when local weather not available.

**JEFFERSON CITY, MO**

JEFFERSON CITY MEMORIAL ..... **ILS or LOC Rwy 30[123]**
**NDB Rwy 12[14]**
**RNAV (GPS) Rwy 12[35]**
**RNAV (GPS) Rwy 30[35]**

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.
[5]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

## JOPLIN, MO

JOPLIN RGNL ..... **ILS or LOC/DME Rwy 18**
**ILS or LOC/NDB Rwy 13**
NA when control tower closed.

## KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL ... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR Rwy 3**
NA when local weather not available.

## KANSAS CITY, MO

CHARLES B. WHEELER
DOWNTOWN ..... **ILS or LOC Rwy 3[1]**
**ILS or LOC Rwy 19[2]**
**NDB Rwy 19[3]**
**RNAV (GPS) Rwy 3[4]**
**RNAV (GPS) Rwy 21[5]**
**VOR Rwy 19**
**VOR Rwy 21[5]**
NA when local weather not available.
[1]ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3.
[2]ILS, 700-2.
[3]Category D, 800-2¼.
[4]Categories A,B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

## KEOKUK, IA

KEOKUK MUNI ..... **NDB Rwy 14**
**NDB Rwy 26**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 26**
**RNAV (GPS) Rwy 32**
NA when local weather not available.

## KIRKSVILLE, MO

KIRKSVILLE
RGNL ..... **ILS or LOC/DME Rwy 36**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR-A**
**VOR/DME-B**
NA when local weather not available.

## LE MARS, IA

LE MARS MUNI ..... **VOR/DME or GPS Rwy 36**
Categories A,B, 900-2.

## LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI ..... **RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 29**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

## MASON CITY, IA

MASON CITY MUNI ..... **RNAV (GPS) Rwy 18**
NA when local weather not available.

## MUSCATINE, IA

MUSCATINE MUNI ..... **ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6[23]**
**RNAV (GPS) Rwy 24[2]**
**VOR Rwy 6[4]**
[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.
[3]Categories A, B, C, D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

## NEWTON, IA

NEWTON MUNI ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
NA when local weather not available.

## OSKALOOSA, IA

OSKALOOSA MUNI ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**
NA when local weather not available.

## OTTUMWA, IA

OTTUMWA RGNL ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**
**VOR/DME Rwy 13**
**VOR Rwy 31**
NA when local weather not available.

## PELLA, IA

PELLA MUNI ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**
NA when local weather not available.

## POPLAR BLUFF, MO

POPLAR BLUFF MUNI .... **RNAV (GPS) Rwy 18[1]**
**RNAV (GPS) Rwy 36[1]**
**SDF Rwy 36[2]**
[1]NA when local weather not available.
[2]NA except for operators with approved weather reporting service.

## RED OAK, IA

RED OAK MUNI ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 17**
NA when local weather not available.

## ST. CHARLES, MO

ST CHARLES COUNTY
SMARTT ..... **RNAV (GPS) Rwy 18**
**VOR Rwy 18**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

## ST. JOSEPH, MO

ROSECRANS MEMORIAL ..... **ILS or LOC Rwy 35[12]**
**LOC BC Rwy 17[13]**
**RADAR-1[4]**
**VOR or TACAN Rwy 17[5]**

[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼;Category E, 1000-3. LOC,Category D, 800-2¼;Category E, 1000-3.
[3]Category D, 800-2¼.
[4]PAR, Category D, 700-2¼; Category E, 1000-3. ASR Category D, 800-2¼; Category E, 1000-3.
[5]Category D, 800-2¼;Category E, 1000-3.

## ST. LOUIS, MO

LAMBERT-ST. LOUIS INTL ..... **RNAV (GPS) Rwy 11**
Category E, 800-2.

SPIRIT OF ST. LOUIS .... **ILS or LOC Rwy 8R[13]**
**ILS or LOC Rwy 26L[24]**
**RNAV (GPS) Rwy 8L[1]**
**RNAV (GPS) Rwy 8R[15]**
**RNAV (GPS) Rwy 26L[15]**
**RNAV (GPS) Rwy 26R[1]**

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, NA.
[4]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[5]Category D, 800-2¼.

## SHELDON, IA

SHELDON MUNI ..... **NDB Rwy 4**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 15[1]**
**RNAV (GPS) Rwy 33[1]**

NA when local weather not available.
[1]Category D, 800-2¼.

## SHENANDOAH, IA

SHENANDOAH MUNI ..... **RNAV (GPS) Rwy 4**
**NDB Rwy 4**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD ..... **ILS or LOC Rwy 13[13]**
**ILS or LOC Rwy 31[3]**
**NDB Rwy 35[4]**
**RNAV (GPS) Rwy 13[25]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 31[25]**
**VOR/DME or TACAN Rwy 13[25]**
**VOR or TACAN Rwy 31[25]**

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, LOC, Category E, 1000-3.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[5]Category E, 1000-3.

## SPENCER, IA

SPENCER MUNI ..... **VOR or GPS Rwy 12**
**VOR Rwy 30**

Category D, 800-2¼.

## SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL ..... **RNAV (GPS) Rwy 2[1]**
**RNAV (GPS) Rwy 20[1]**
**VOR/DME or TACAN Rwy 2[2]**
**VOR or TACAN Rwy 20[2]**

[1]NA when local weather not available.
[2]Category E, 800-2¼.

## STORM LAKE, IA

STORM LAKE MUNI ..... **NDB Rwy 17**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**

NA when local weather not available.

## WASHINGTON, MO

WASHINGTON RGNL ..... **RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**VOR-A**

Category C, 800-2¼.
NA when local weather not available.

## WATERLOO, IA

WATERLOO RGNL ..... **ILS or LOC Rwy 12[1]**
**LOC BC Rwy 30**
**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
**VOR Rwy 12**
**VOR/DME Rwy 30**

NA when local weather not available.
[1]ILS, Category D, 700-2.

## WEST PLAINS, MO

WEST PLAINS MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

## ST JOSEPH, MO

Amdt 1, FEB 16, 2006 (FAA) ELEV **826**

### ROSECRANS MEMORIAL

**RADAR** - 120.35 360.8

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| PAR | 17 | | ABCDE | **1026**-¾ | 200 | (200-¾) | | | | |
| ASR | 35 | | ABC | **1200**-1 | 386 | (400-1) | DE | **1200**-1¼ | 386 | (400-1¼) |
| | 17 | | AB | **1340**-1 | 514 | (600-1) | C | **1340**-1½ | 514 | (600-1½) |
| | | | DE | **1340**-1¾ | 514 | (600-1¾) | | | | |
| CIRCLING | | | AB | **1400**-1 | 574 | (600-1) | C | **1400**-1½ | 574 | (600-1½) |
| | | | D | **1500**-2¼ | 674 | (700-2¼) | E | **1760**-3 | 934 | (1000-3) |

When ST Joseph approach control closed, procedure not authorized.

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## WHITEMAN AFB (KSZL), (Knob Noster), MO (Orig, 09155 USAF) ELEV **870**

**RADAR**[12] **- (E)** 125.1 284.0

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR | 1[4] | | AB | **1260**/24 | 423 | (400-½) |
| | | | CD | **1260**/40 | 423 | (400-¾) |
| | | | E | **1260**/50 | 423 | (400-1) |
| | 19[3] | | AB | **1260**/24 | 390 | (400-½) |
| | | | CDE | **1260**/40 | 390 | (400-¾) |
| CIR[5] | 1-19 | | AB | **1340**-1 | 470 | (500-1) |
| | | | C | **1340**-1½ | 470 | (500-1½) |
| | | | D | **1420**-2 | 550 | (600-2) |
| | | | E | **1460**-2 | 590 | (600-2) |

[1]Opr H24 fr 1200Z++ Mon thru 0400Z++ Fri, 1300-2200Z++ Sat-Sun; clsd hol. [2] ASR MP 0700-1300Z++ Mon and Tue. [3]When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. [5]Circling not authorized W of Rwy 1-19. [6]Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 255.6 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

**ALBIA, IA**

ALBIA MUNI

TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 2000 before turning.

**ALGONA, IA**

ALGONA MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before turning on course.

**AMES, IA**

AMES MUNI

DEPARTURE PROCEDURE: **Rwys 1, 13, 31,** climb runway heading to 4000 before turning. **Rwy 19**, left turn, climb heading 130° to 4000 before turning.

**ANKENY, IA**

ANKENY RGNL

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 150° to 2100 before turning on course. **Rwy 36,** climb heading 040° to 3000 before turning on course.

NAME TAKE-OFF MINIMUMS

**ATLANTIC, IA**

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12,** 400-2½ or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 119° to 1700 before proceeding on course. **Rwy 20,** climb heading 198° to 2300 before proceeding on course. **Rwy 30,** climb heading 299° to 1900 before proceeding on course.

NOTE: **Rwy 2,** terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12,** terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20,** terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30,** terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

## AUDUBON, IA
AUDUBON COUNTY
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

## AURORA, MO
JERRY SUMNERS SR. AURORA MUNI
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 400' per NM to 1600.

## BELLE PLAINE, IA
BELLE PLAINE MUNI
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

## BLOOMFIELD, IA
BLOOMFIELD MUNI (4K6)
ORIG-A 08185 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.
NOTE: **Rwy 18,** building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

## BOLIVAR, MO
BOLIVAR MUNI
TAKE-OFF MINIMUMS: **Rwy 36,** 200-1¼ or std. w/ min. climb of 252' per NM to 1400.
NOTE: **Rwy 18,** east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36,** transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

## BOONE, IA
BOONE MUNI (BNW)
AMDT 5 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 15,** tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33,** tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

## BOONVILLE, MO
JESSE VIERTEL MEMORIAL
NOTE: **Rwy 18,** multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36,** multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

## BOWLING GREEN, MO
BOWLING GREEN MUNI
TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

## BRANSON, MO
BRANSON (BBG)
ORIG 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 323° to 2000 before turning left.
NOTE: **Rwy 14,** numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32,** numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

## BROOKFIELD, MO
NORTH CENTRAL MISSOURI RGNL (MO8)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1300 before turning East.
NOTE: **Rwy 18,** tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36,** numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.

## BURLINGTON, IA
SOUTHEAST IOWA RGNL
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 30, 36,** climb runway heading to 1500 before turning.

## CABOOL, MO
CABOOL MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

## CAMDENTON, MO
CAMDENTON MEMORIAL
TAKE-OFF MINIMUMS: **Rwys 15,33**, 300-1.

## CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL

TAKE-OFF MINIMUMS: **Rwys 10, 20,** 200-1 or std. with a min. climb rate of 220' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course.

## CARROLL, IA

ARTHUR N. NEU

TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31,** 300-1.

## CARUTHERSVILLE, MO

CARUTHERSVILLE MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 36,** 300-2 or std. with a min. climb of 250' per NM to 600.

NOTE: **Rwy 36,** tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

## CEDAR RAPIDS, IA

THE EASTERN IOWA

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1300 before turning left.

## CHARITON, IA

CHARITON MUNI (CNC)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10,** tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17,** hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35,** vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

## CHARLES CITY, IA

NORTHEAST IOWA RGNL (CCY)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35,** NA-Environmental.

NOTE: **Rwy 12,** trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30,** trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

## CHEROKEE, IA

CHEROKEE COUNTY RGNL (CKP)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,19,** NA - environmental. **Rwy 36,** 300 -1¼ or std. w/ min. climb of 373' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 178° to 1700 before proceeding on course. **Rwy 36,** climb heading 358° to 1900 before proceeding on course.

NOTE: **Rwy 18,** rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36,** vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

## CHILLICOTHE, MO

CHILLICOTHE MUNI (CHT)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.

NOTE: **Rwy 14,** trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32,** trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

## CLARINDA, IA

SCHENCK FIELD

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1. **Rwy 31,** 700-2 .

DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31,** climb runway heading to 1700 before turning.

## CLARION, IA

CLARION MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 14,** 300-1 .

## CLINTON, IA
CLINTON MUNI (CWI)
ORIG 09015 (FAA)
NOTE: **Rwy 3,** obstruction light on DME 388' from departure end of runway, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14,** tree 4799' from departure end of runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway, 36' left of centerline, 11' AGL/700' MSL. **Rwy 21,** tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL. **Rwy 32,** antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL. Trees beginning 1303' from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline, 15' AGL/716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL. Vehicle on road 1281' from departure end of runway, 554' right of centerline, 15' AGL/734' MSL. Fence beginning 170' from departure end of runway, 101' right of centerline up to 8' AGL/707' MSL.

## COLUMBIA, MO
COLUMBIA RGNL
TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

## CORNING, IA
CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)
NOTE: **Rwy 18,** road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36,** trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

## COUNCIL BLUFFS, IA
COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA- Runway under construction.
NOTE: **Rwy 36,** trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

## CRESCO, IA
ELLEN CHURCH FIELD
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1700 before turning.

## CRESTON, IA
CRESTON MUNI
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 16,** multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34,** terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

## CUBA, MO
CUBA MUNI
TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

## DAVENPORT, IA
DAVENPORT MUNI
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 21,** climb runway heading to 3000 before turning left.

## DECORAH, IA
DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** Climb heading 294° to 1600 before turning left.
NOTE: **Rwy 11,** terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29,** terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

## DENISON, IA
DENISON MUNI (DNS)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

## DES MOINES, IA

DES MOINES INTL

NOTE: **Rwy 5,** tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567'right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13,** tree 727' from departure end of runway, 619' right of centerline, 40' AGL/ 997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31,** tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

## DEXTER, MO

DEXTER MUNI (DXE)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.

NOTE: **Rwy 36,** trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

## DUBUQUE, IA

DUBUQUE RGNL

TAKE-OFF MINIMUMS: **Rwy 13,** 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13,** multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18,** elevator 3457' from departure endof runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31,** tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

## EAGLE GROVE, IA

EAGLE GROVE MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

## EMMETSBURG, IA

EMMETSBURG MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 35,** 300-1.

## EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEMORIAL

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

## FAIRFIELD, IA

FAIRFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-environmental

## FARMINGTON, MO

FARMINGTON RGNL

DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

## FESTUS, MO

FESTUS MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

## FOREST CITY, IA

FOREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 33,** 300-1.

## FORT DODGE, IA
FORT DODGE RGNL (FOD)
AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** Climb heading 243° to 1700 before turning south.

NOTE: **Rwy 6,** trees beginning 106' from DER, 284' left of centerline, up to16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12,** pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24,** sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30,** trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

## FREDERICKTOWN, MO
FREDERICKTOWN RGNL

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.

## FULTON, MO
ELTON HENSLEY MEMORIAL (FTT)
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 001° to 1400 before turning right.

NOTE: **Rwy 18,** tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36,** tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

## GRINNELL, IA
GRINNELL RGNL (GGI)
AMDT 1 08157 (FAA)

NOTE: **Rwy 13,** road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31,** tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

## HAMPTON, IA
HAMPTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 35,** 300-1.

## HANNIBAL, MO
HANNIBAL RGNL (HAE)
ORIG 09127 (FAA)

NOTE: **Rwy 17,** trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35,** trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

## HARLAN, IA
HARLAN MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33,** 300-1.

## HARRISONVILLE, MO
LAWRENCE SMITH MEMORIAL (LRY)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17,** vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53'AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35,** Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

## HIGGINSVILLE, MO
HIGGINSVILLE INDUSTRIAL MUNI

NOTE: **Rwy 16,** multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34,** multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

## INDEPENDENCE, IA

INDEPENDENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** IFR take-off NA.

DEPARTURE PROCEDURE: **Rwy 35,** climb runway heading to 4000 before turning.

## IOWA CITY, IA

IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30,** 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy7,** climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7,** multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12,** multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25,** tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30,** Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

## IOWA FALLS, IA

IOWA FALLS MUNI (IFA)

ORIG 09071 (FAA)

NOTE: **Rwy 13,** multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

## JEFFERSON, IA

JEFFERSON MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 400-2.

## JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¾. **Rwy 27,** 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1200 before proceeding on course. **Rwy 12,** climb heading 120° to 1100 before proceeding on course. **Rwy 27,** climb heading 268° to 1100 before proceeding on course. **Rwy 30,** climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9,** glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12,** trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27,** hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. **Rwy 30,** light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

## JOPLIN, MO

JOPLIN RGNL

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23,** std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 134° to 2500 before proceeding on course. **Rwy 18,** climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23,** climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13,** multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18,** obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23,** multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31,** multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

## KAISER (LAKE OZARK), MO

LEE C. FINE MEMORIAL

NOTE: **Rwy 3,** multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21,** multiple trees beginniing 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

## KANSAS CITY, MO

### CHARLES B. WHEELER DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 1,** 400-2¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3,** 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19,** 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21,** 200-1¾ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 008° to 2000 before proceeding on course. **Rwy 3,** climb via heading 033° to 1900 before proceeding on course. **Rwy 19,** climb via heading 188° to 2500 before proceeding on course. **Rwy 21,** climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1,** multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3,** multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19,** multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21,** multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

### KANSAS CITY INTL

NOTE: **Rwy 1R,** tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9,** tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27,** trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

## KENNETT, MO

### KENNETT MEMORIAL

NOTE: **Rwy 2,** tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20,** tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

## KEOKUK, IA

### KEOKUK MUNI

NOTE: **Rwy 8,** tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14,** multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26,** tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32,** multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

## KIRKSVILLE, MO

### KIRKSVILLE RGNL

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-turf runways.

NOTE: **Rwy 18,** multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36,** multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

## LAMAR, MO

### LAMAR MUNI (LLU)
### ORIG 08101 (FAA)

NOTE: **Rwy 3,** Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21,** Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

## LE MARS, IA

### LE MARS MUNI

DEPARTURE PROCEDURE: **Rwy 18,** turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36,** climb to 3500 before turning on course.

NOTE: **Rwy 18,** vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

## LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI

NOTE: **Rwy 18,** multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11,** building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/ 1039' MSL. **Rwy 29,** multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL.**Rwy 36,** pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

## LEXINGTON, MO

LEXINGTON MUNI

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

## MALDEN, MO

MALDEN RGNL (MAW)
ORIG 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 317° to 900 before turning left.

NOTE: **Rwy 14,** trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18,** trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36,** trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

## MAPLETON, IA

JAMES G. WHITING MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1.

DEPARTURE PROCEDURE: **Rwys 2, 20,** climb runway heading to 1600 before turning.

## MAQUOKETA, IA

MAQUOKETA MUNI

DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading to 1300 before turning.

## MARSHALL, MO

MARSHALL MEMORIAL MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36,** std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18, 27, 36,** for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36,** tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

## MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)
AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 323° to 1800 before turning right. **Rwy 36,** for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32,** tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

## MEXICO, MO

MEXICO MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 24,** std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36,** NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6,** multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

## MILFORD, IA

FULLER

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36,** 300-1. **Rwy 27,** 600-2 .

DEPARTURE PROCEDURE: **Rwys 9, 18, 36,** climb runway heading to 2000 before turning.

## MONETT, MO

MONETT MUNI

NOTE: **Rwy 18,** multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36,** multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

## MONTICELLO, IA
MONTICELLO RGNL
NOTE: **Rwy 15,** 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

## MONTICELLO, MO
LEWIS COUNTY RGNL
NOTE: **Rwy 36,** tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

## MOSBY, MO
MIDWEST NATIONAL AIR CENTER (GPH)
AMDT 1 07354 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36,** multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

## MOUNT PLEASANT, IA
MOUNT PLEASANT MUNI
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 300-1. **Rwy 33,** 500-2 or std. with a min. climb of 280' per NM to 1400.

## MOUNTAIN GROVE, MO
MOUNTAIN GROVE MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 26**, 300-1.

## MOUNTAIN VIEW, MO
MOUNTAIN VIEW
TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.
DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

## MUSCATINE, IA
MUSCATINE MUNI
DEPARTURE PROCEDURE: **Rwys 6,24,30,** climb runway heading to 2300 before proceeding on course. **Rwy 12,** climbing left turn to 2300 via DDD R-070 before proceeding on course.

## NEOSHO, MO
NEOSHO HUGH ROBINSON
NOTE: **Rwy 1,** multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19,** truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

## NEW MADRID, MO
COUNTY MEMORIAL
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

## NEWTON, IA
NEWTON MUNI
NOTE: **Rwy 14,** truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32,** trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

## OELWEIN, IA
OELWEIN MUNI
TAKE-OFF MINIMUMS: **Rwy 13,** 500-1 or std. with a min. climb of 212' per NM to 1700.

## ORANGE CITY, IA
ORANGE CITY MUNI
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

## OSAGE BEACH, MO
GRAND GLAIZE-OSAGE BEACH
DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

## OSKALOOSA, IA
OSKALOOSA MUNI (OOA)
ORIG 09295 (FAA)
NOTE: **Rwy 13,** tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31,** windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

## OTTUMWA, IA
OTTUMWA RGNL (OTM)
ORIG 09071 (FAA)
NOTE: **Rwy 4,** bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. **Rwy 13,** pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22,** tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31,** tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

## PELLA, IA
PELLA MUNI (PEA)
AMDT 1 08325 (FAA)
NOTE: **Rwy 16,** trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34,** trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

## PERRY, IA

PERRY MUNI (PRO)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 14,** tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32,** trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

## POCAHONTAS, IA

POCAHONTAS MUNI (POH)
AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Turf. **Rwy 29,** 300-1.

## POINT LOOKOUT, MO

M. GRAHAM CLARK-TANEY COUNTY

DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

## POPLAR BLUFF, MO

POPLAR BLUFF MUNI

NOTE: **Rwy 18,** multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upt o 103' AGL/428' MSL. **Rwy 36,** multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

## POTOSI, MO

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 20,** 500-2½ or std. w/ min. climb of 307' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1600 before turning left.

NOTE: **Rwy 20,** trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

## RED OAK, IA

RED OAK MUNI

TAKE-OFF MINIMUMS: **Rwy 13,** 400-1. **Rwys 31,35,** 300-1.

DEPARTURE PROCEDURE: **Rwys 5,13,17,31,35** climb runway heading to 1600 before turning eastbound.

## ROCK RAPIDS, IA

ROCK RAPIDS MUNI

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

## ROLLA, MO

ROLLA DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 311' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 090° to 1500 before proceeding on course.

NOTE: **Rwy 9,** tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

## ST. CHARLES, MO

ST. CHARLES COUNTY SMARTT

TAKE-OFF MINIMUMS: **Rwy 36,** std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.

NOTE: **Rwy 36,** tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

## ST. JOSEPH, MO

ROSECRANS MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 325' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 132° to 2200 before turning left.

NOTE: **Rwy 13,** tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17,** trees beginning 2691' from departure end of runway, across courseline, up to 109' AGL/928' MSL. **Rwy 31,** trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

## ST. LOUIS, MO

CREVE COEUR (1H0)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy16,** 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34,** 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16,** vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34,** multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

## ST. LOUIS, MO (CON'T)

### LAMBERT-ST. LOUIS INTL

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. with a min. climb of 407' per NM to 900. **Rwy 24,** 100-1¼ or std. with a min. climb of 280' per NM to 800. **Rwy 30L,** 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R,** 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6,** railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11,** control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L,** multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL. **Rwy 12R,** multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24,** multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L,** road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R,** obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48'AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

## ST. LOUIS, MO (CON'T)

### SPIRIT OF ST. LOUIS (SUS)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R,** 700-1 or std. w/ min. climb of 364' per NM to 800.**Rwy 26L,** 400-1¾ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L,** obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R,** antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L,** trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

## SEDALIA, MO

### SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23,** aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36,** trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

## SHENANDOAH, IA

### SHENANDOAH MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12,** 500-2¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4,** towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12,** tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22,** tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30,** trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

## SIKESTON, MO

### SIKESTON MEMORIAL MUNI

NOTE: **Rwy 20,** multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

## SIOUX CENTER, IA

SIOUX CENTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

## SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 310° to 2000 before turning east. **Rwy 35,** for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13,** trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31,** trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35,** trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

## SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

## SULLIVAN, MO

SULLIVAN RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 320' per NM to 1200.

## TARKIO, MO

GOULD PETERSON MUNI (K57)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36,** multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

## TIPTON, IA

MATHEWS MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 11, 29,** 300-1.

DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 3000 before turning. **Rwy 29,** climbing right turn heading 360° to 3000 before turning.

## TRENTON, MO

TRENTON MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

## VINTON, IA

VINTON VETERANS MEMORIAL AIRPARK

DEPARTURE PROCEDURE: **All Rwys,** north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

## WARRENSBURG, MO

SKYHAVEN

NOTE: **Rwy 13,** sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18,** multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36,** multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

## WASHINGTON, IA

WASHINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

## WASHINGTON, MO

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 400-2¼ or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 153° to 1100 before turning left.

NOTE: **Rwy 15,** numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33,** numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

## WATERLOO, IA

WATERLOO RGNL

NOTE: **Rwy 6,** multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24,** tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30,** multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/ 995' MSL. **Rwy 36,** multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/ 1004' MSL.

## WAVERLY, IA

WAVERLY MUNI

TAKE-OFF MINIMUMS: **Rwys 11, 29,** 300-1.

## WEST PLAINS, MO

WEST PLAINS MUNI

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18,** multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/ 1277' MSL. **Rwy 36,** trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

## WEST UNION, IA

GEORGE L. SCOTT MUNI

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1700 before turning.

## WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. . . . . ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1,** Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. **Rwy 19,** Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

## WINTERSET, IA

WINTERSET-MADISON COUNTY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

| APP CRS 358° | Rwy ldg 3002 |
|---|---|
| | TDZE 1434 |
| | Apt Elev 1434 |

# GPS RWY 36

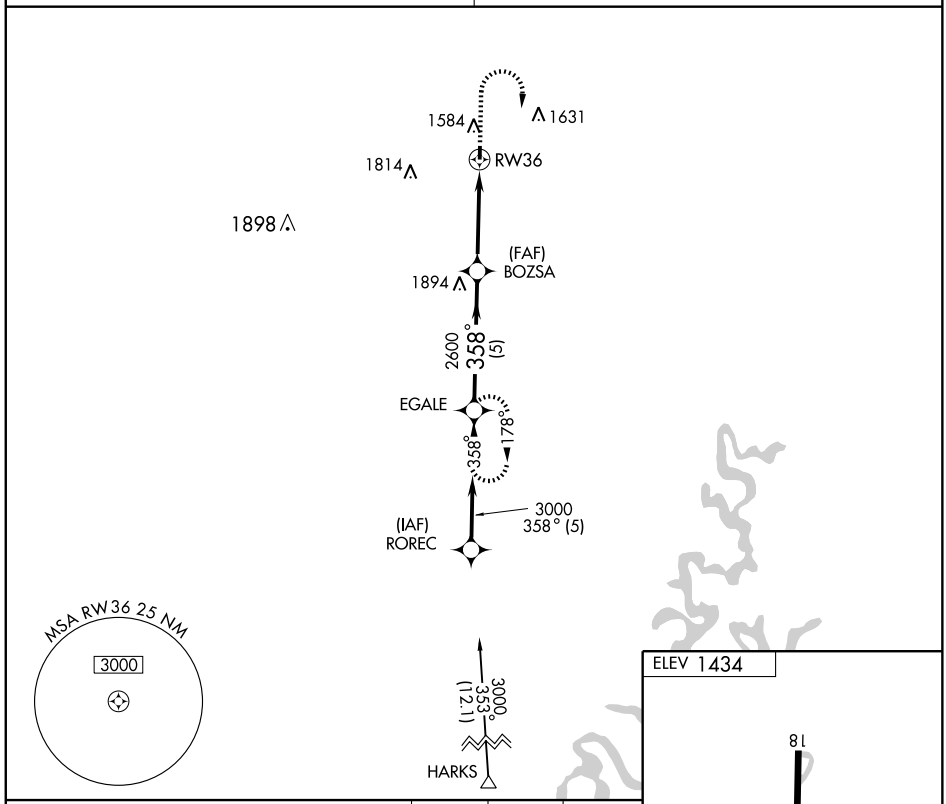
## AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

Use Springfield altimeter setting.

NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGALE WP and hold.

| SPRINGFIELD APP CON | UNICOM |
|---|---|
| **124.95 318.2** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 2000-1 566 (600-1) | | 2000-1½ 566 (600-1½) | NA |
| CIRCLING | 2020-1 586 (600-1) | | 2020-1½ 586 (600-1½) | NA |

| VORTAC SGF 116.9 Chan 116 | APP CRS 211° | Rwy ldg NA<br>TDZE NA<br>Apt Elev 1434 |
|---|---|---|

# VOR/DME-A

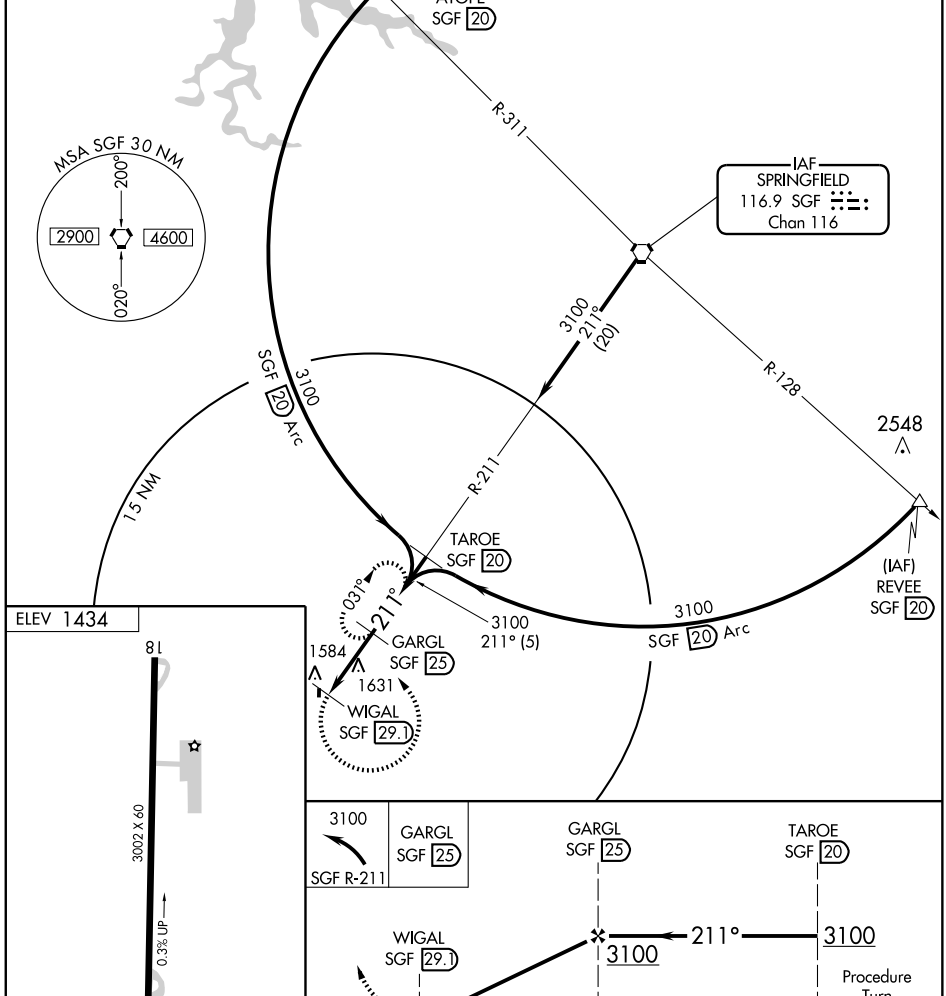
## AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

Use Springfield altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3100 via SGF R-211 to GARGL/25 DME and hold.

| SPRINGFIELD APP CON | UNICOM |
|---|---|
| 124.95 318.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1960-1<br>526 (600-1) | 1960-1¼<br>526 (600-1¼) | 1960-1½<br>526 (600-1½) | NA |

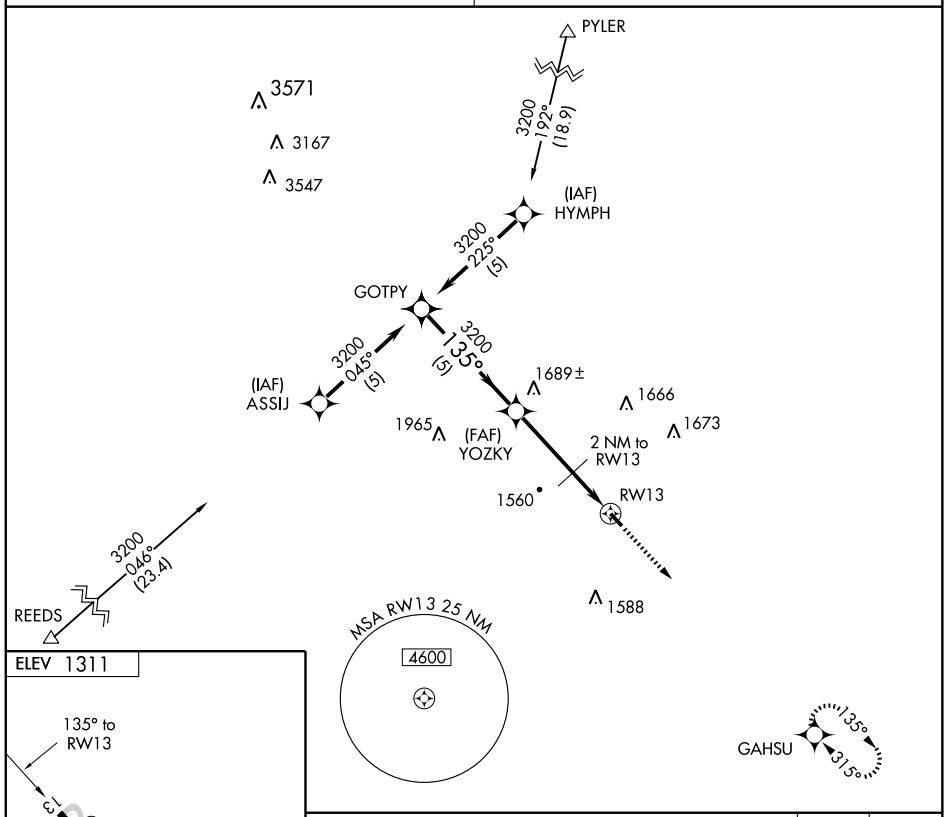
MIRL Rwy 18-36 L

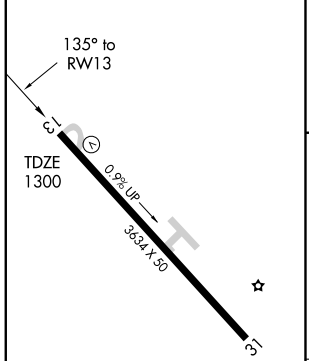
NC-3. 14 JAN 2010 to 11 FEB 2010

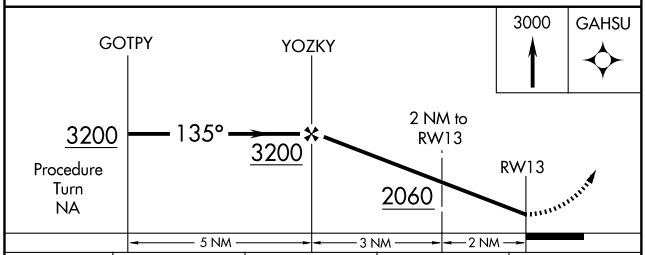
| APP CRS | Rwy ldg | 3634 |
|---|---|---|
| 135° | TDZE | 1300 |
| | Apt Elev | 1311 |

# GPS RWY 13
## AVA BILL MARTIN MEMORIAL (AOV)

| | |
|---|---|
| ⚠ NA Use Springfield altimeter setting. | MISSED APPROACH: Climb to 3000 direct GAHSU WP and hold. |
| SPRINGFIELD APP CON **126.35** | UNICOM **122.7** (CTAF) L |



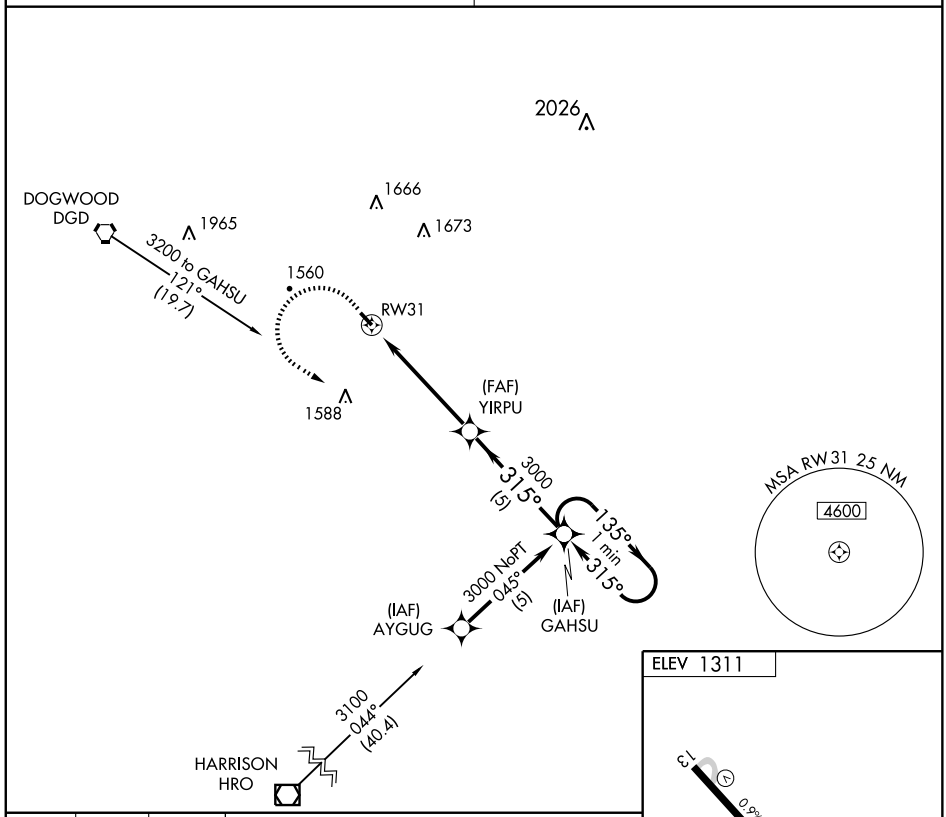

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1780-1 480 (500-1) | | NA | |
| CIRCLING | 1980-1 669 (700-1) | | NA | |

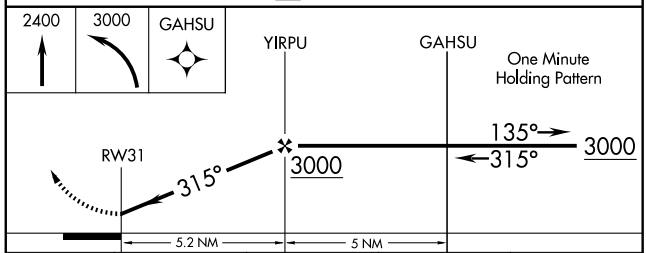
MIRL Rwy 13-31 L

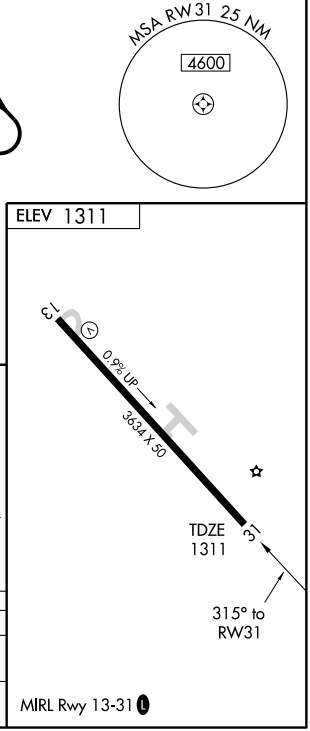
| APP CRS | Rwy ldg | 3634 |
|---|---|---|
| 315° | TDZE | 1311 |
| | Apt Elev | 1311 |

# GPS RWY 31
## AVA BILL MARTIN MEMORIAL (AOV)

| | |
|---|---|
| NA Use Springfield altimeter setting. | MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct GAHSU WP and hold. |
| SPRINGFIELD APP CON **126.35** | UNICOM **122.7** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1940-1 629 (700-1) | | NA | |
| CIRCLING | 1980-1 669 (700-1) | | NA | |

| NDB AOV | APP CRS | Rwy ldg | 3634 |
|---|---|---|---|
| 341 | 323° | TDZE | 1311 |
| | | Apt Elev | 1311 |

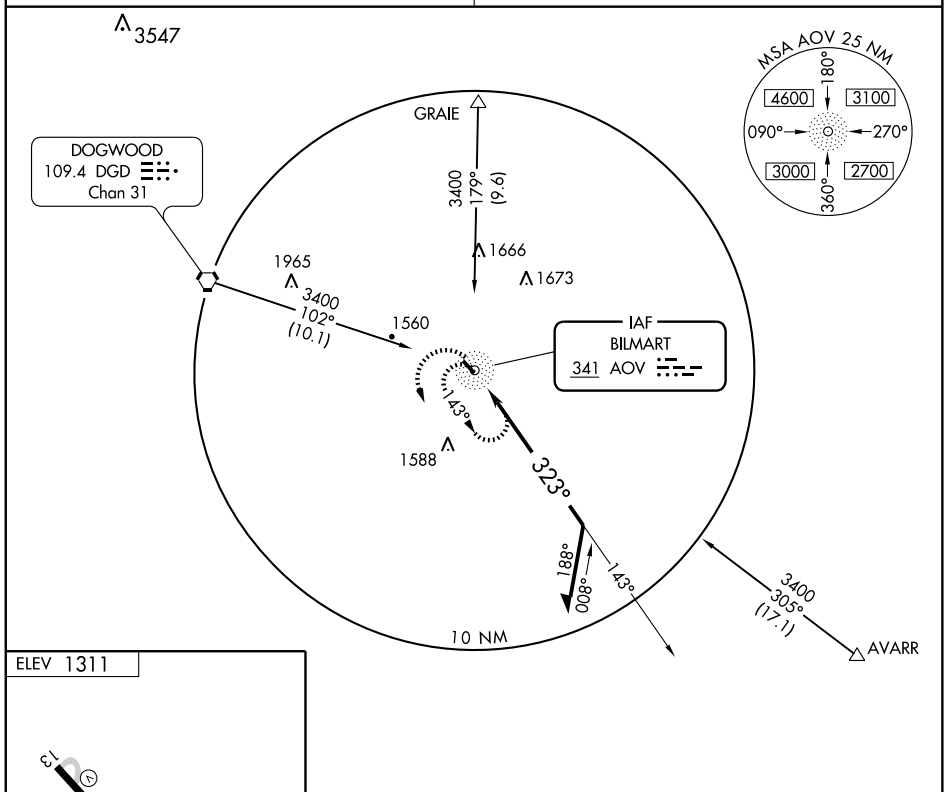
# NDB RWY 31
## AVA BILL MARTIN MEMORIAL (AOV)

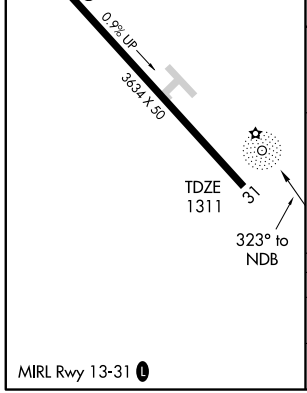
NA Use Springfield altimeter setting.

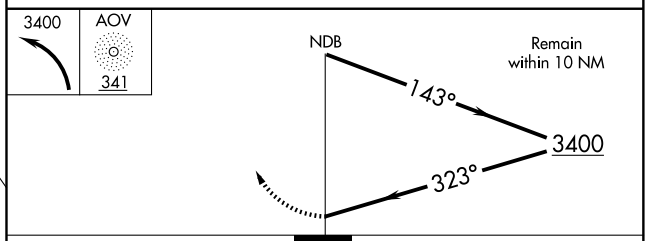
MISSED APPROACH: Climbing left turn to 3400 in AOV NDB holding pattern.

SPRINGFIELD APP CON
**126.35**

UNICOM
**122.7** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 2080-1 | 769 (800-1) | NA | |
| CIRCLING | 2080-1 | 769 (800-1) | NA | |

| VORTAC DGD 109.4 Chan 31 | APP CRS 101° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1311 |
|---|---|---|

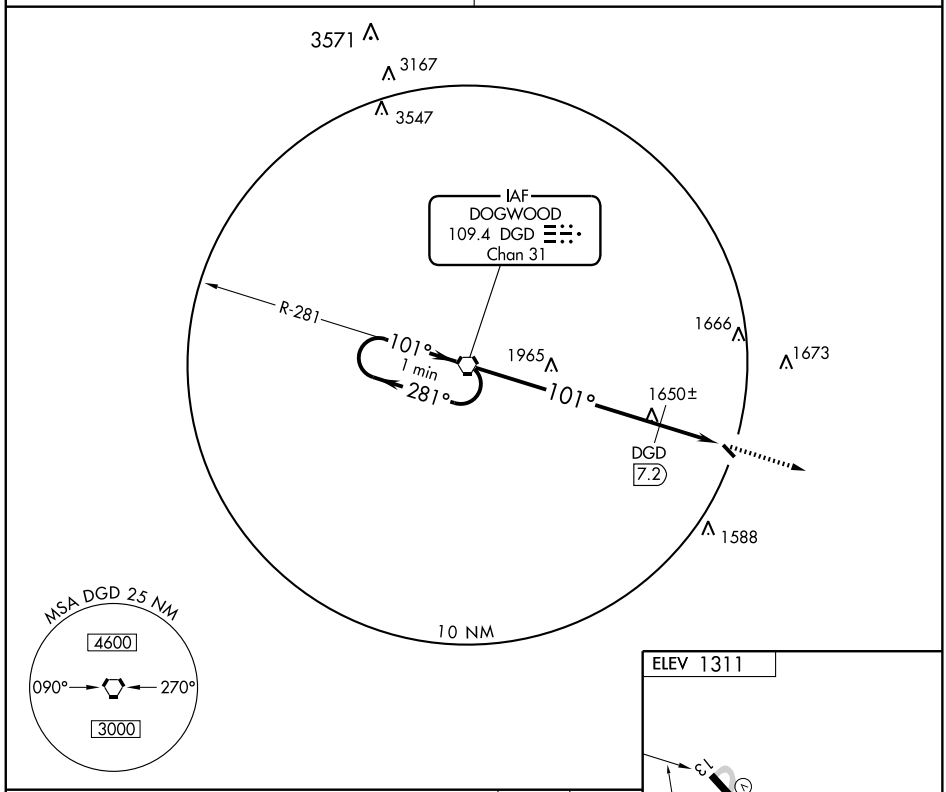
# VOR-A

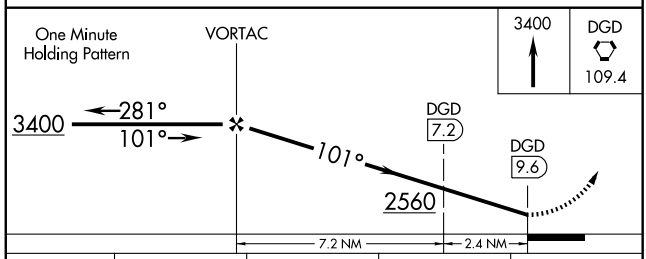
## AVA BILL MARTIN MEMORIAL (AOV)

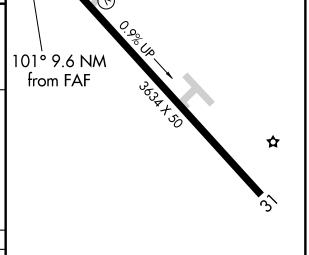
NA Use Springfield altimeter setting.

MISSED APPROACH: Climbing to 3400 then direct DGD VORTAC and hold.

| SPRINGFIELD APP CON | UNICOM |
|---|---|
| 126.35 | 122.7 (CTAF) L |




MIRL Rwy 13-31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2560-1 1249 (1300-1) | | NA | |
| DME MINIMUMS | | | | |
| CIRCLING | 2000-1 689 (700-1) | | NA | |

FAF to MAP 9.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:36 | 6:24 | 4:48 | 3:50 | 3:12 |

BOLIVAR, MISSOURI

AL-9389 (FAA)

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 179° | TDZE | 1092 |
| | Apt Elev | 1092 |

# RNAV (GPS) RWY 18

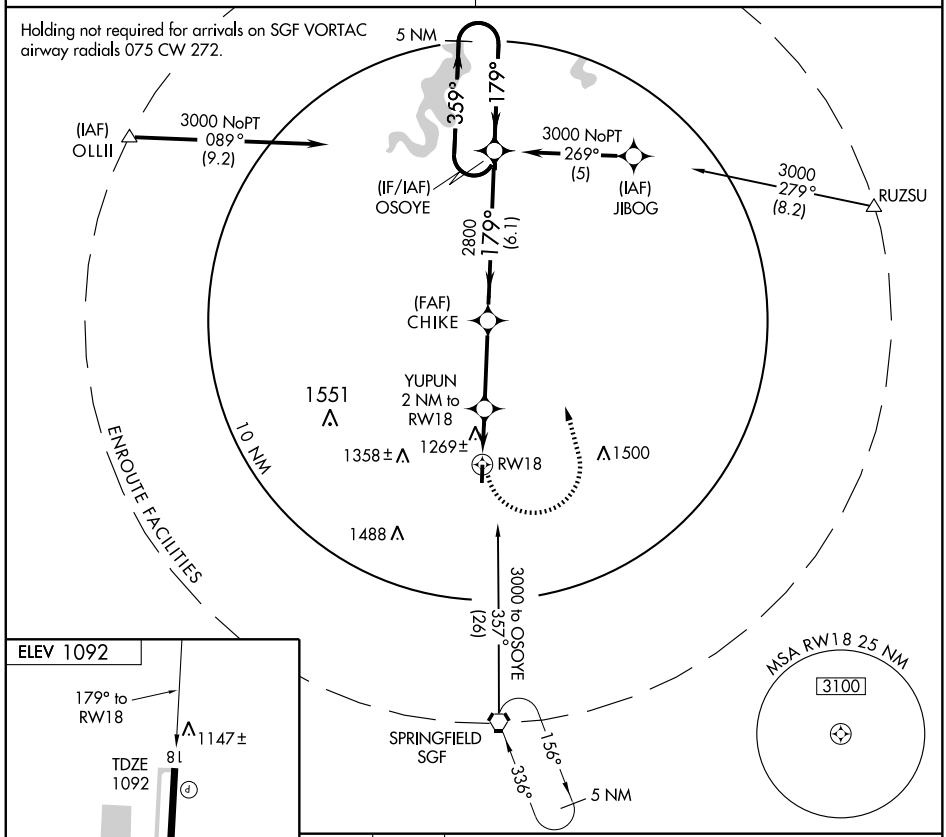
## BOLIVAR MUNI (M17)

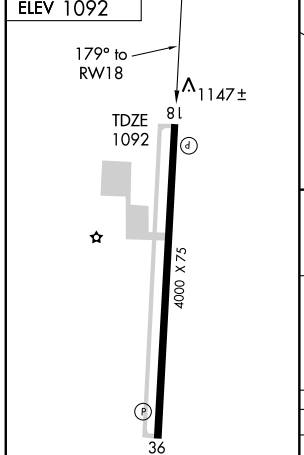
T
A NA

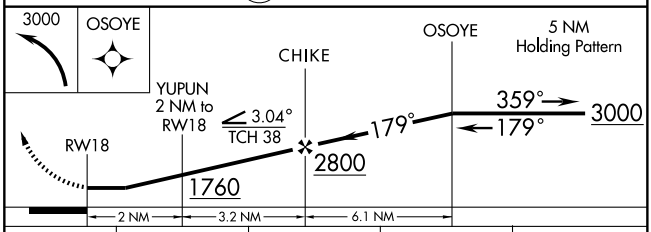
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct OSOYE and hold.

| SPRINGFIELD APP CON | UNICOM |
|---|---|
| **124.95 318.2** | **123.0** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1600-1 508 (600-1) | | 1600-1½ 508 (600-1½) | NA |
| CIRCLING | 1660-1 568 (600-1) | | 1660-1½ 568 (600-1½) | NA |

MIRL Rwy 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 78303 W36A | APP CRS 359° | Rwy ldg 4000<br>TDZE 1092<br>Apt Elev 1092 |
|---|---|---|

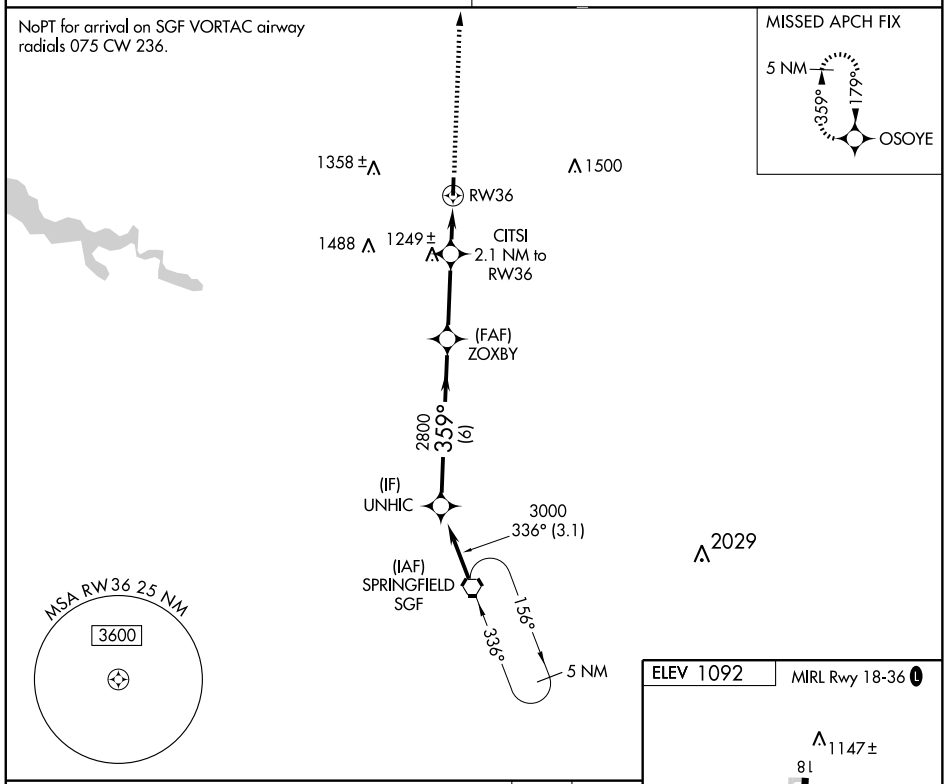
# RNAV (GPS) RWY 36
## BOLIVAR MUNI (M17)

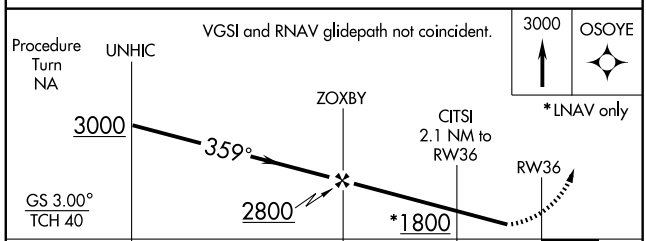
DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON
**124.95 318.2**

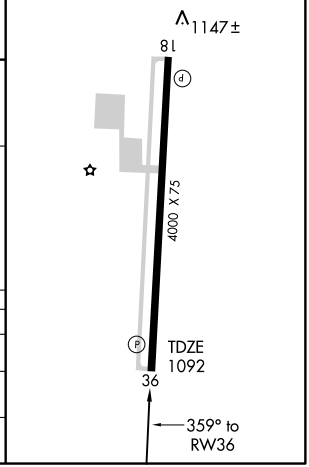
UNICOM
**123.0** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1448-1¼ 356 (400-1¼) | | | NA |
| LNAV MDA | 1580-1 488 (500-1) | | 1580-1¼ 488 (500-1¼) | NA |
| CIRCLING | 1660-1 568 (600-1) | | 1660-1½ 568 (600-1½) | NA |

ELEV 1092 MIRL Rwy 18-36 L




NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC SGF 116.9 Chan 116 | APP CRS 353° | Rwy ldg 4000<br>TDZE 1092<br>Apt Elev 1092 |
|---|---|---|

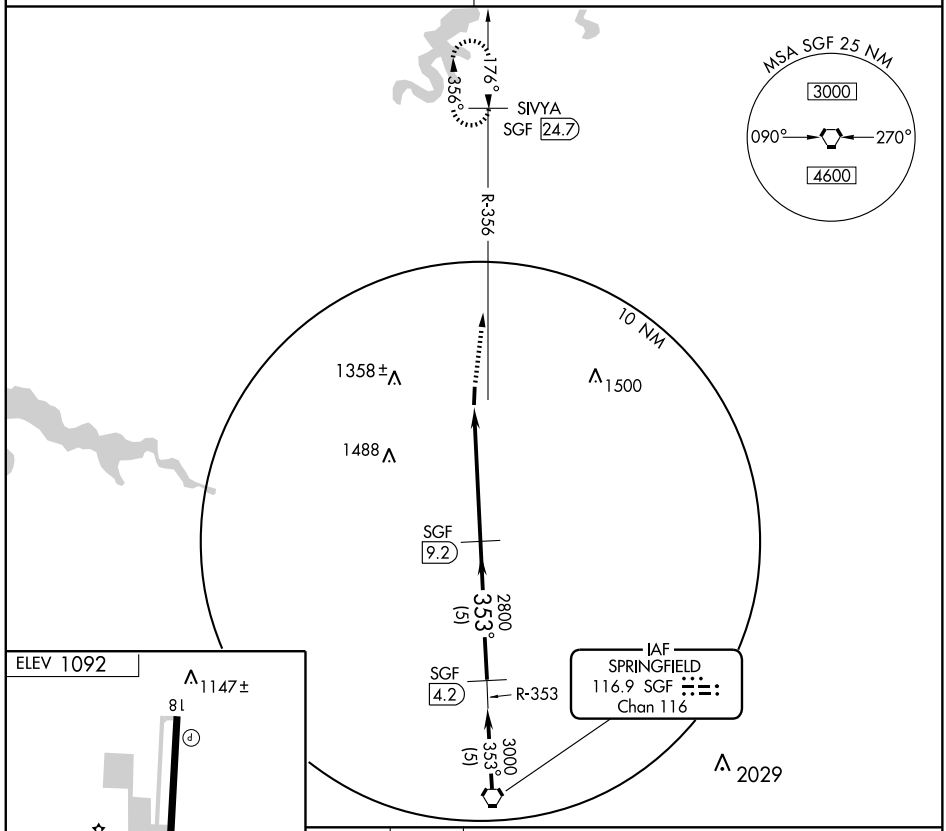
# VOR/DME RWY 36

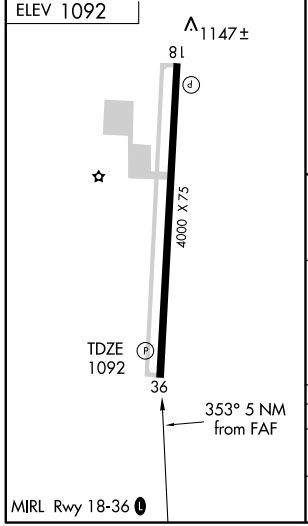
BOLIVAR MUNI (M17)

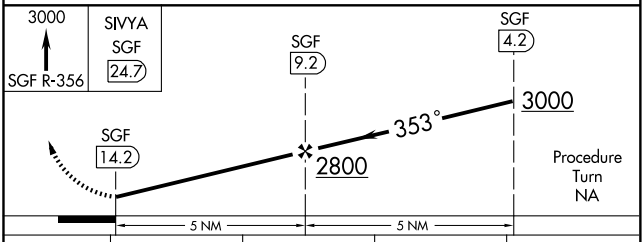
NA Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 via SGF R-356 to SIVYA/SGF 24.7 DME and hold.

| SPRINGFIELD APP CON | UNICOM |
|---|---|
| 124.95 318.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1700-1 608 (700-1) | | NA | |
| CIRCLING | 1700-1 608 (700-1) | | NA | |

| WAAS CH 72703 W18A | APP CRS 183° | Rwy ldg 4000<br>TDZE 715<br>Apt Elev 715 |
|---|---|---|

# RNAV (GPS) RWY 18

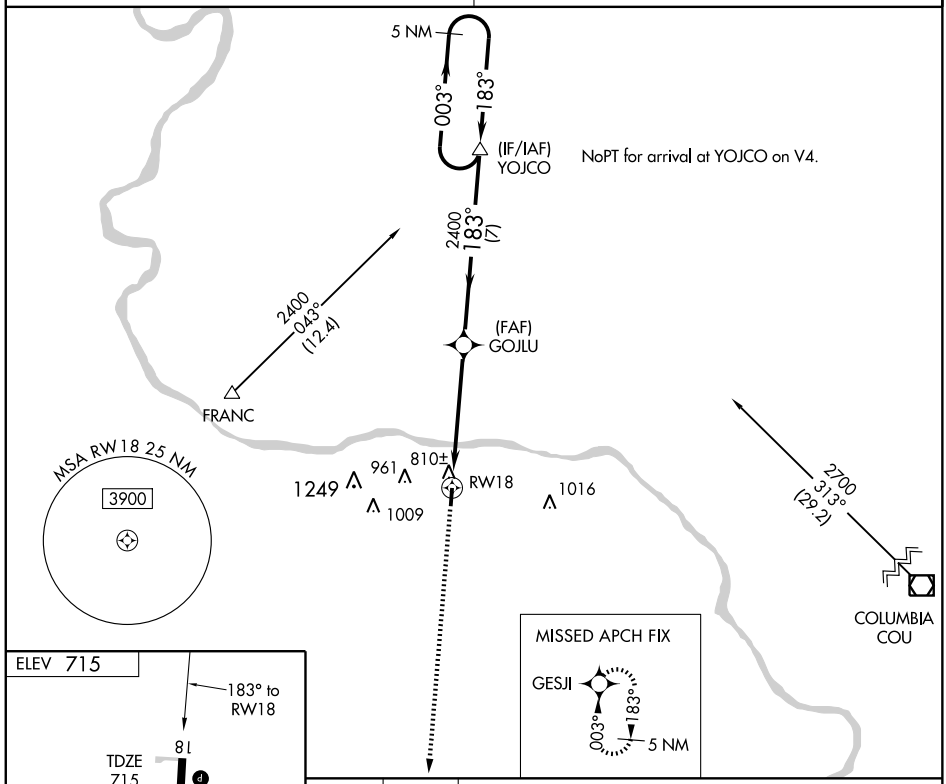
## BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

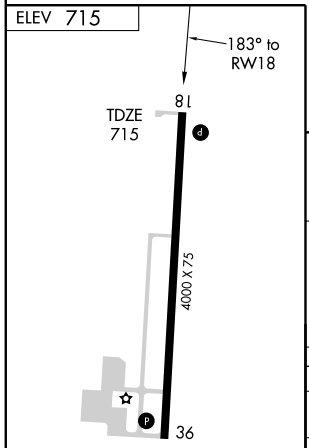
T NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

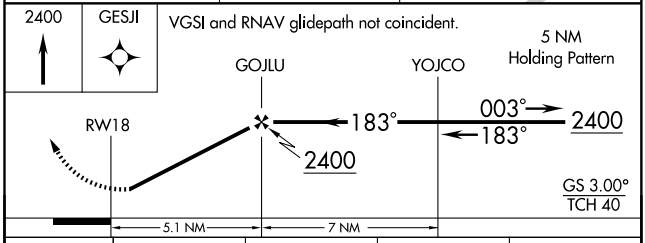
MISSED APPROACH: Climb to 2400 direct GESJI and hold.

| MIZZU APP CON | UNICOM |
|---|---|
| 124.375 | 122.7 (CTAF) L |




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1103-1½ 388 (400-1½) | | | NA |
| LNAV MDA | 1140-1 425 (500-1) | | 1140-1¼ 425 (500-1¼) | NA |
| CIRCLING | 1200-1 485 (500-1) | | 1340-1¾ 625 (700-1¾) | NA |

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 003° | TDZE | 715 |
| | Apt Elev | 715 |

# RNAV (GPS) RWY 36

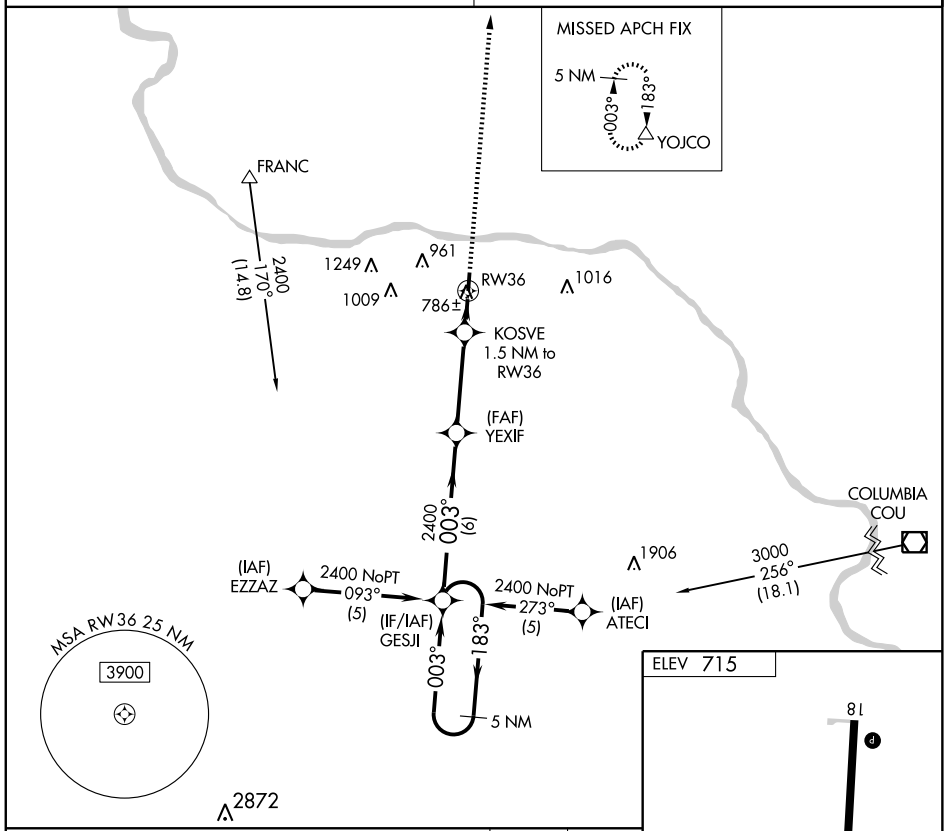
## BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

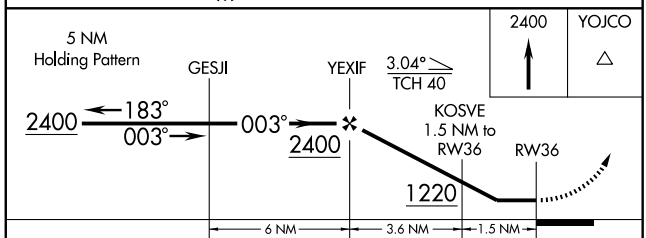
NA

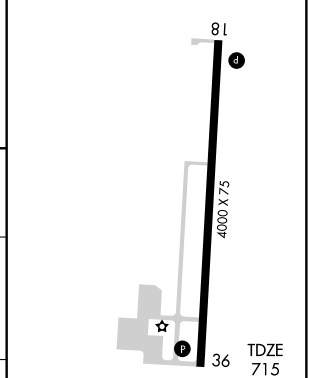
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct YOJCO and hold.

| MIZZU APP CON | UNICOM |
|---|---|
| 124.375 | 122.7 (CTAF) L |




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 405 (500-1) | | 1120-1¼ 405 (500-1¼) | NA |
| CIRCLING | 1200-1 485 (500-1) | | 1340-1¾ 625 (700-1¾) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC HLV | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.2 | 243° | TDZE | N/A |
| Chan 89 | | Apt Elev | 715 |

# VOR-A

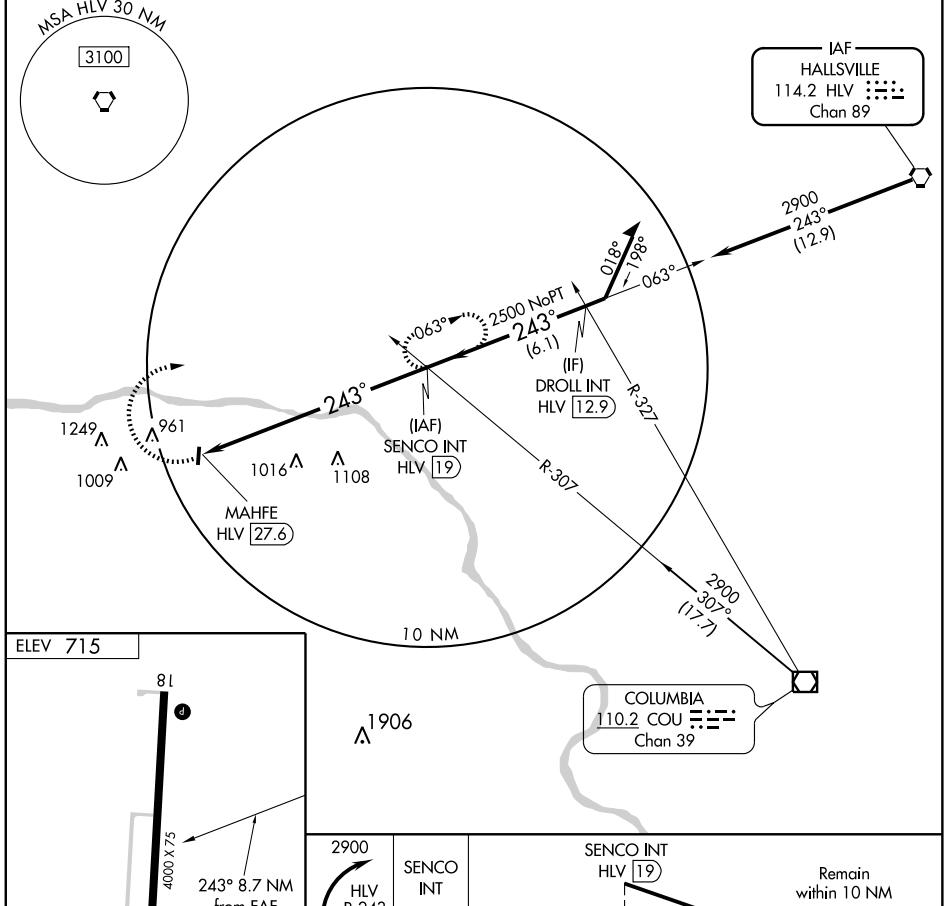
## BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

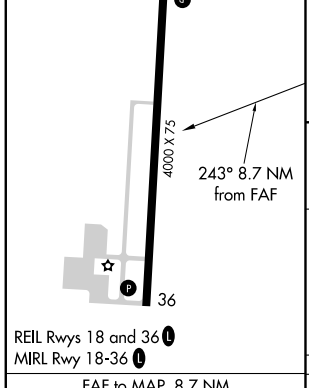
NA

Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

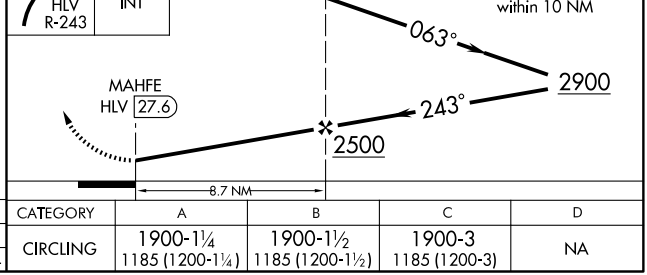
MISSED APPROACH: Climbing right turn to 2900 via HLV VORTAC R-243 to SENCO Int/HLV 19 DME and hold.

| MIZZU APP CON | UNICOM |
|---|---|
| 124.375 | 122.7 (CTAF) L |




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L




| FAF to MAP 8.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:42 | 5:48 | 4:21 | 3:29 | 2:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1900-1¼<br>1185 (1200-1¼) | 1900-1½<br>1185 (1200-1½) | 1900-3<br>1185 (1200-3) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3204 |
|---|---|---|
| 133° | TDZE | 886 |
| | Apt Elev | 886 |

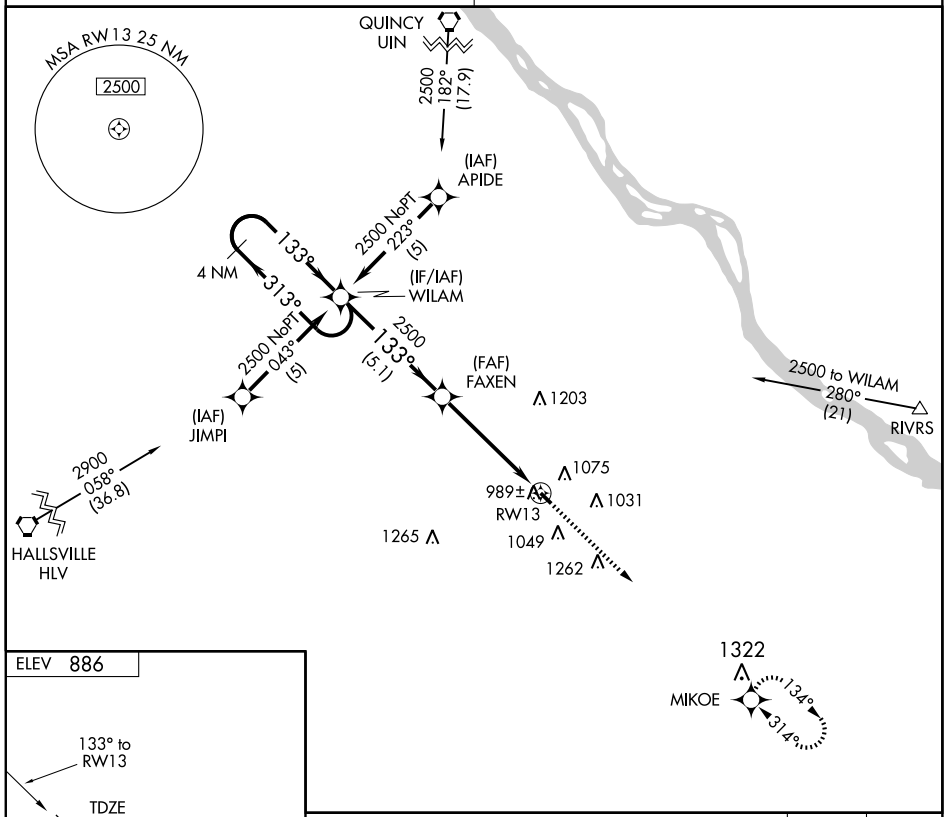
# RNAV (GPS) RWY 13
## BOWLING GREEN MUNI (H19)

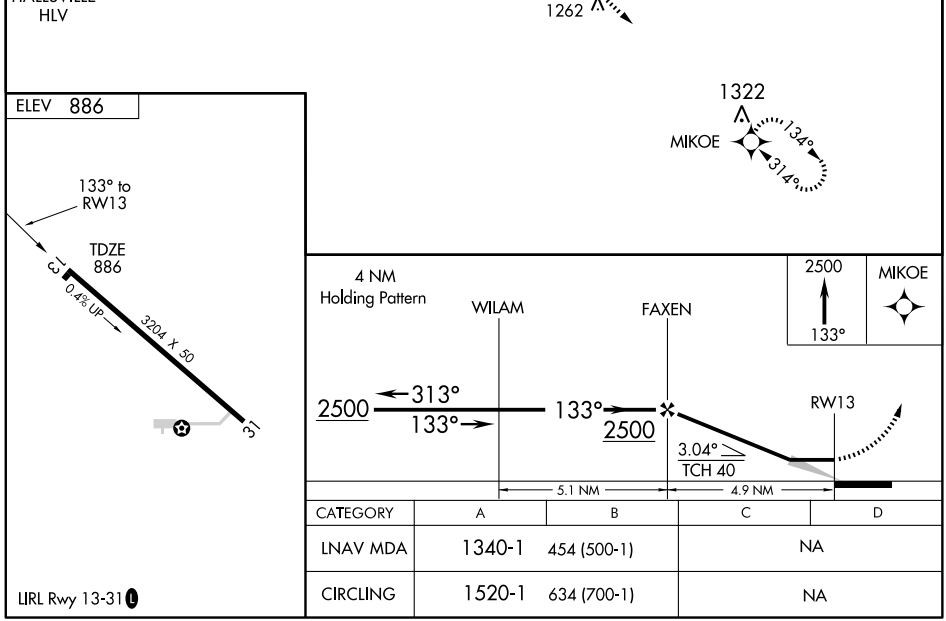
T NA

Use Quincy, IL aitimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 via 133 course to MIKOE WP and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 | 454 (500-1) | NA | |
| CIRCLING | 1520-1 | 634 (700-1) | NA | |

LIRL Rwy 13-31 L

| APP CRS | Rwy ldg | 3204 |
|---|---|---|
| 314° | TDZE | 886 |
| | Apt Elev | 886 |

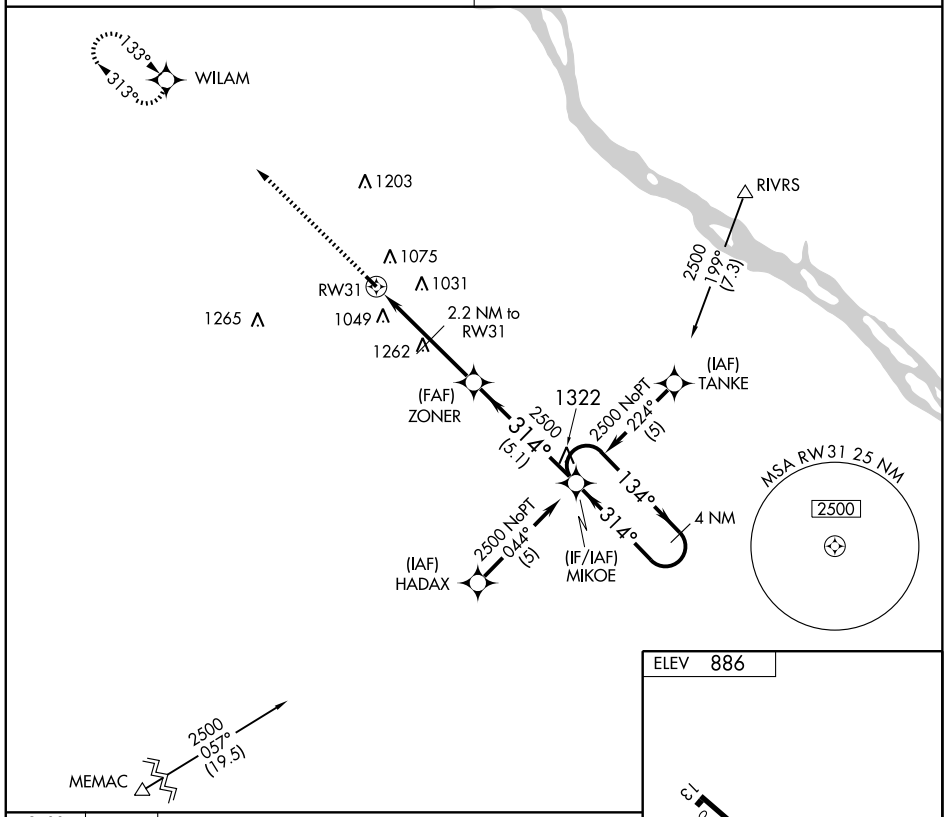
# RNAV (GPS) RWY 31
## BOWLING GREEN MUNI (H19)

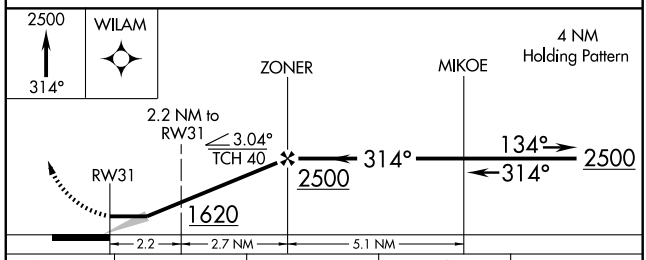
T NA

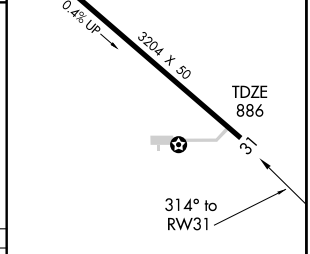
Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 via 314° course to WILAM WP and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| **135.525 319.9** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1460-1 | 574 (600-1) | NA | |
| CIRCLNG | 1520-1 | 634 (700-1) | NA | |

LIRL Rwy 13-31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC UIN | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 113.6 | 169° | TDZE | N/A |
| Chan 83 | | Apt Elev | 886 |

# VOR/DME-A

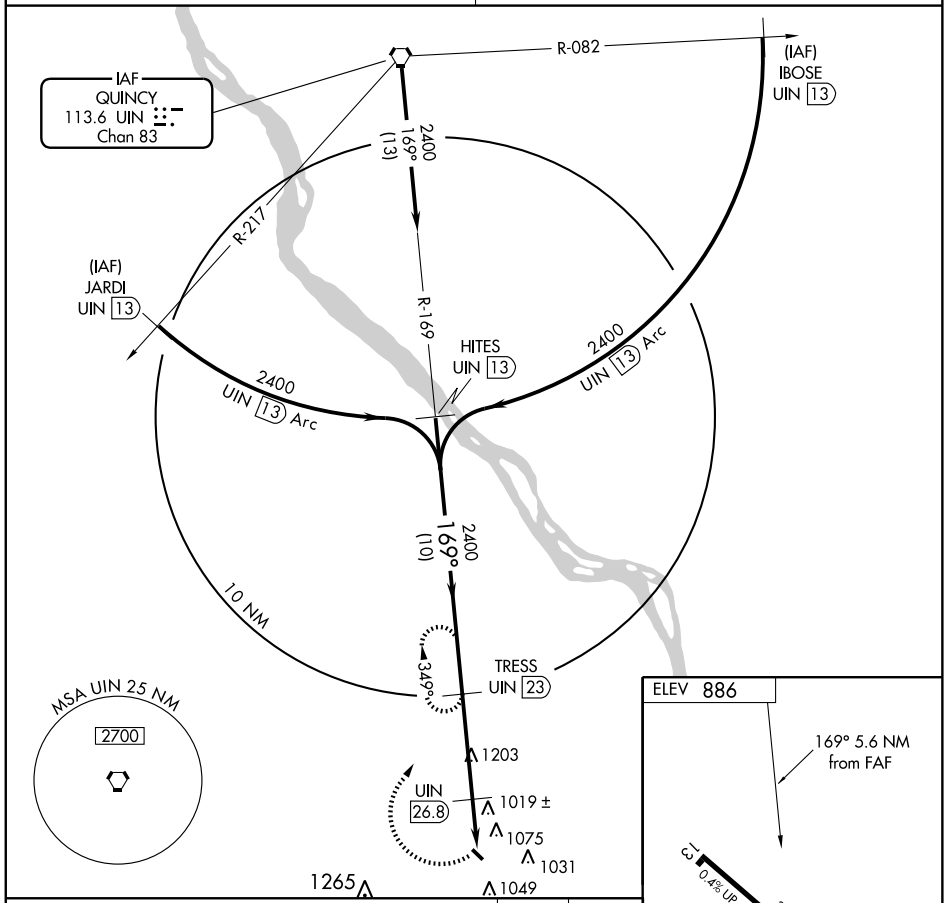
## BOWLING GREEN MUNI (H19)

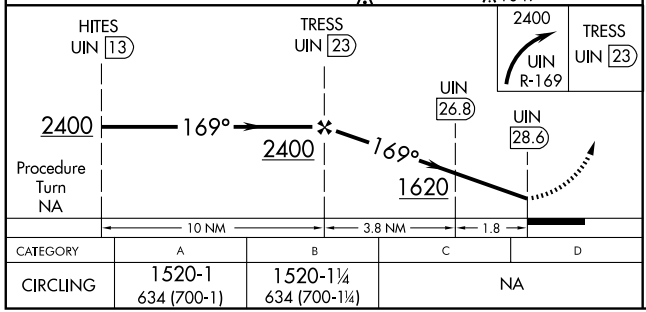
Use Quincy altimeter setting.

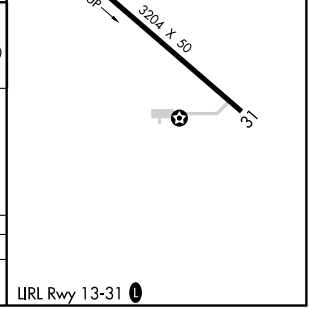
NA

MISSED APPROACH: Climbing right turn to 2400 via UIN R-169 to TRESS/23 DME and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.525 319.9 | 122.8 (CTAF) L |



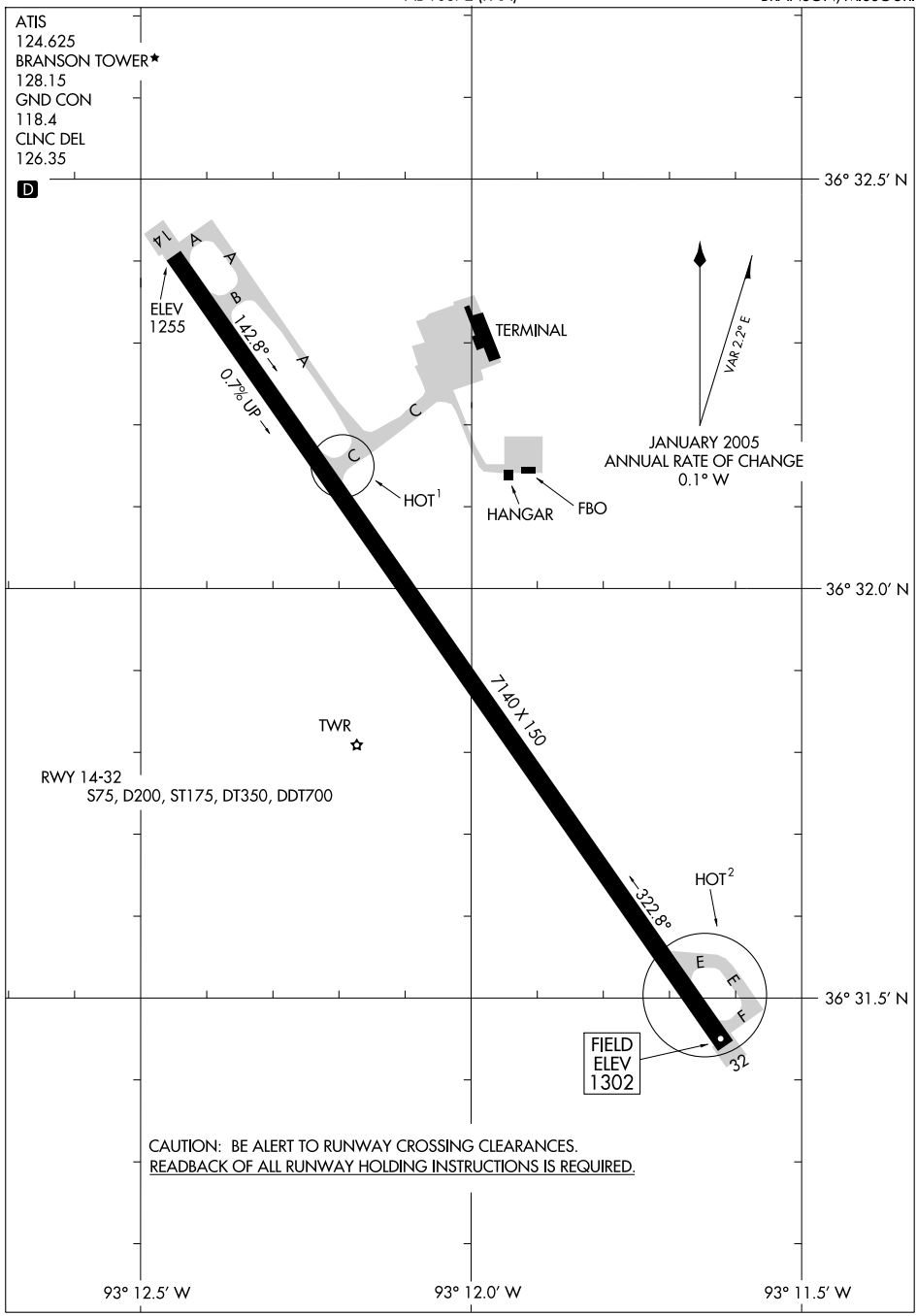

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1520-1<br>634 (700-1) | 1520-1¼<br>634 (700-1¼) | NA | |

NC-3, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-10372 (FAA)

BRANSON (BBG)
BRANSON, MISSOURI



# ILS or LOC RWY 32
BRANSON (BBG)

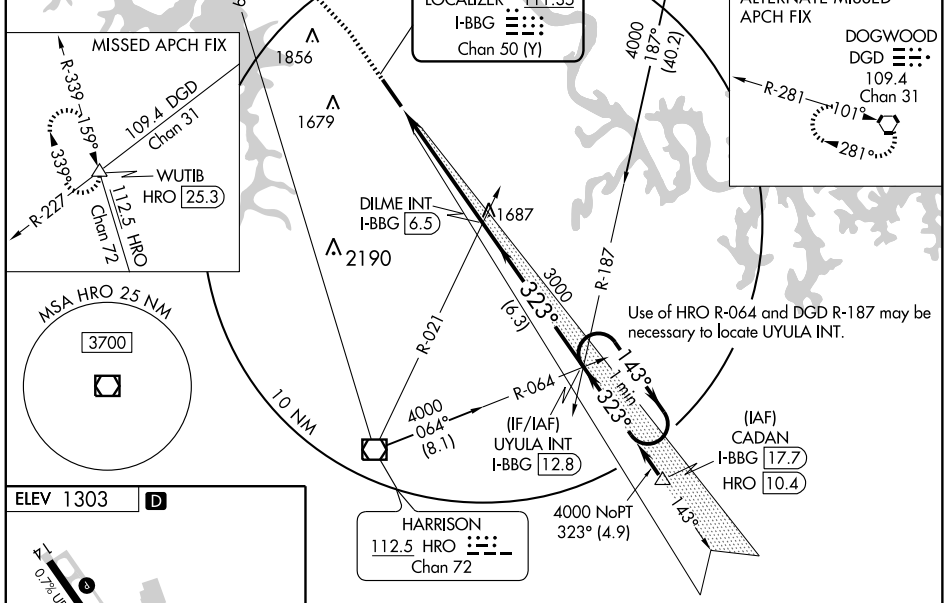
| LOC/DME I-BBG | APP CRS | Rwy ldg | 7140 |
|---|---|---|---|
| 111.35 | 323° | TDZE | 1302 |
| Chan 50 (Y) | | Apt Elev | 1303 |

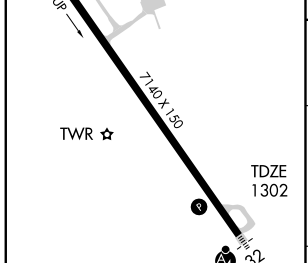
T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase DA 47 feet and all MDA 80 feet and increase Circling Cat D visibility ¼ mile. VDP NA when using Harrison altimeter setting.

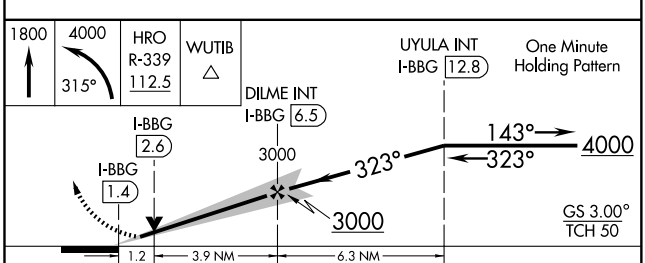
MALSF

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 via heading 315° and HRO VOR/DME R-339 to WUTIB INT/ HRO 25.3 DME and hold.

| ATIS | SPRINGFIELD APP CON | BRANSON TOWER ★ | GND CON | CLNC DEL | SPRINGFIELD CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.625 | 126.35 | 128.15 (CTAF) L | 118.4 | 126.35 | 126.35 (When tower closed) | 122.95 |




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1502-1 200 (200-1) | | | |
| S-LOC 32 | 1740-1 438 (500-1) | | 1740-1¼ 438 (500-1¼) | 1740-1½ 438 (500-1½) |
| CIRCLING | 1760-1 457 (500-1) | 1780-1 477 (500-1) | 1780-1½ 477 (500-1½) | 2000-2¼ 697 (700-2¼) |

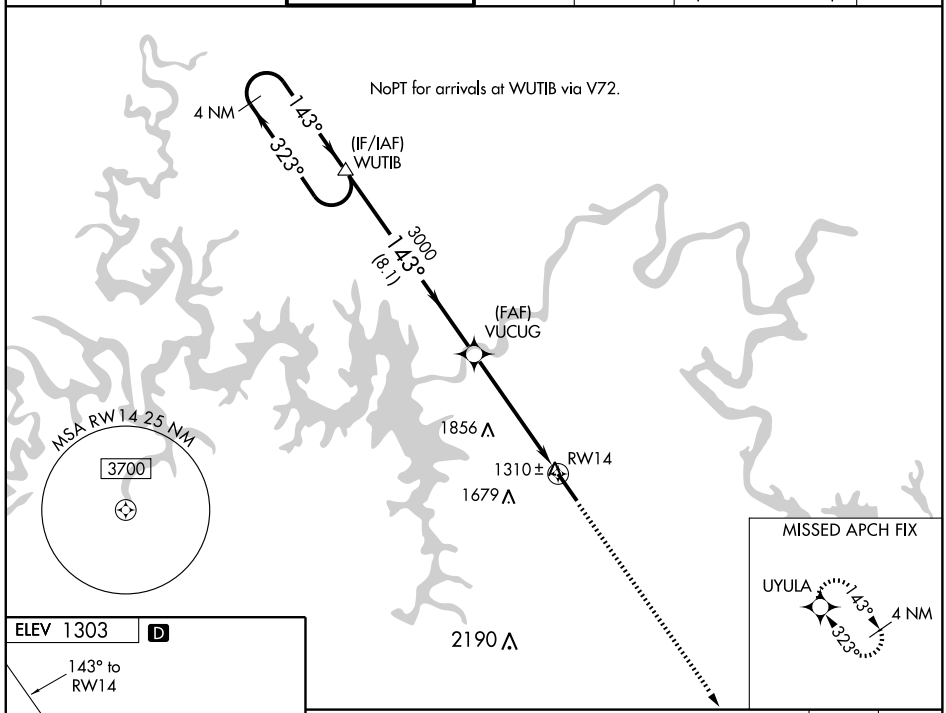
| WAAS CH 49111 W14A | APP CRS 143° | Rwy ldg 7140<br>TDZE 1275<br>Apt Elev 1303 |
|---|---|---|

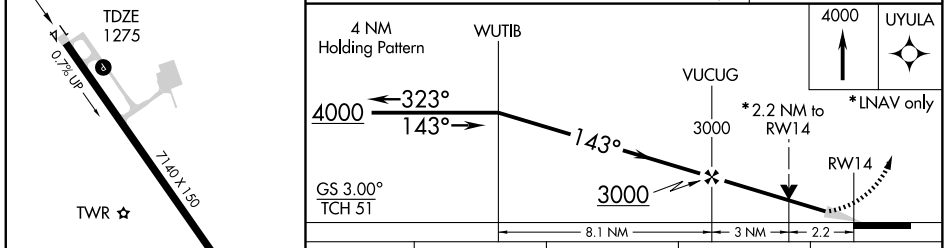
# RNAV (GPS) RWY 14
## BRANSON (BBG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. VDP and Baro-VNAV NA when using Harrison altimeter setting.

MISSED APPROACH: Climb to 4000 direct UYULA and hold.

| ATIS | SPRINGFIELD APP CON | BRANSON TOWER* | GND CON | CLNC DEL | SPRINGFIELD CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.625 | 126.35 | 128.15 (CTAF) L | 118.4 | 126.35 | 126.35 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1525-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1798-2 523 (500-2) | | | |
| LNAV MDA | 2020-1 745 (800-1) | 2020-1¼ 745 (800-1¼) | 2020-2¼ 745 (800-2¼) | 2020-2½ 745 (800-2½) |
| CIRCLING | 2020-1 717 (800-1) | 2020-1¼ 717 (800-1¼) | 2020-2¼ 717 (800-2¼) | 2020-2½ 717 (800-2½) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 93911 W32A | APP CRS 323° | Rwy ldg 7140 TDZE 1302 Apt Elev 1303 |
|---|---|---|

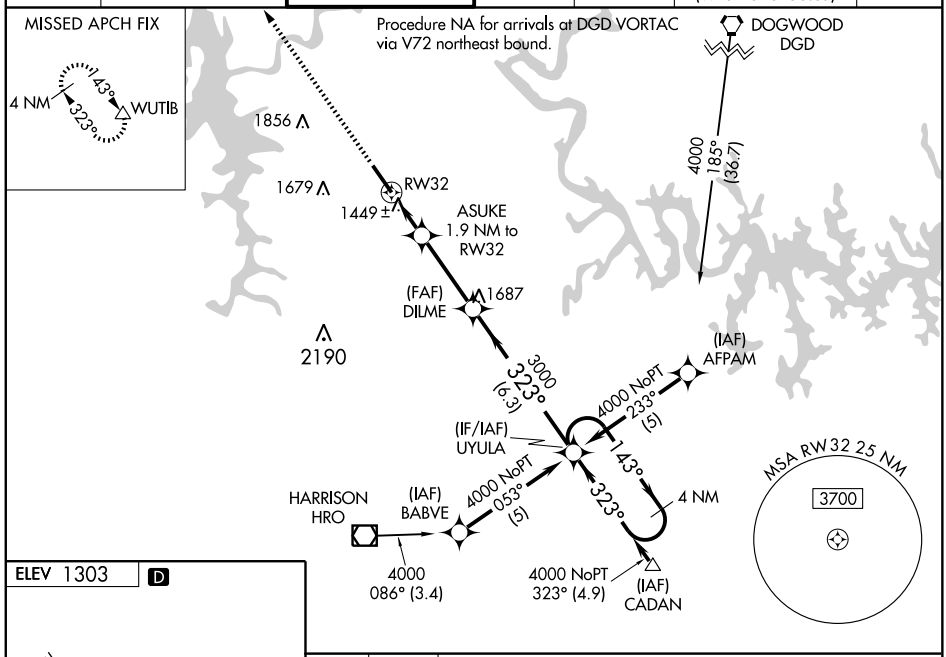
# RNAV (GPS) RWY 32
## BRANSON (BBG)

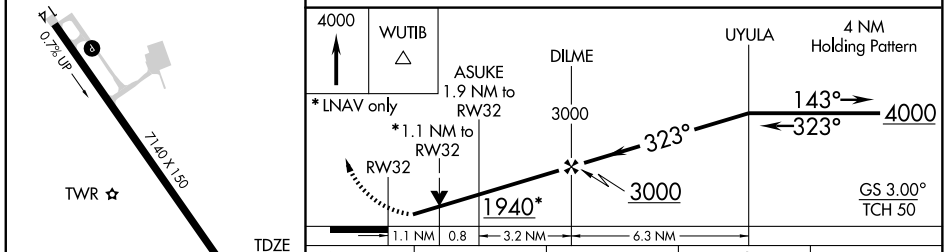
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile, and circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Harrison altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

MALSF

MISSED APPROACH: Climb to 4000 direct WUTIB and hold.

| ATIS | SPRINGFIELD APP CON | BRANSON TOWER* | GND CON | CLNC DEL | SPRINGFIELD CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.625 | 126.35 | 128.15 (CTAF) L | 118.4 | 126.35 | 126.35 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1502-1 200 (200-1) | | | |
| LNAV/VNAV DA | 1757-1½ 455 (500-1½) | | | |
| LNAV MDA | 1700-1 398 (400-1) | | | 1700-1¼ 398 (400-1¼) |
| CIRCLING | 1760-1 457 (500-1) | 1780-1 477 (500-1) | 1780-1½ 477 (500-1½) | 2000-2¼ 697 (700-2¼) |

| WAAS CH 42715 W18A | APP CRS 179° | Rwy ldg 4003<br>TDZE 843<br>Apt Elev 843 |
|---|---|---|

# RNAV (GPS) RWY 18

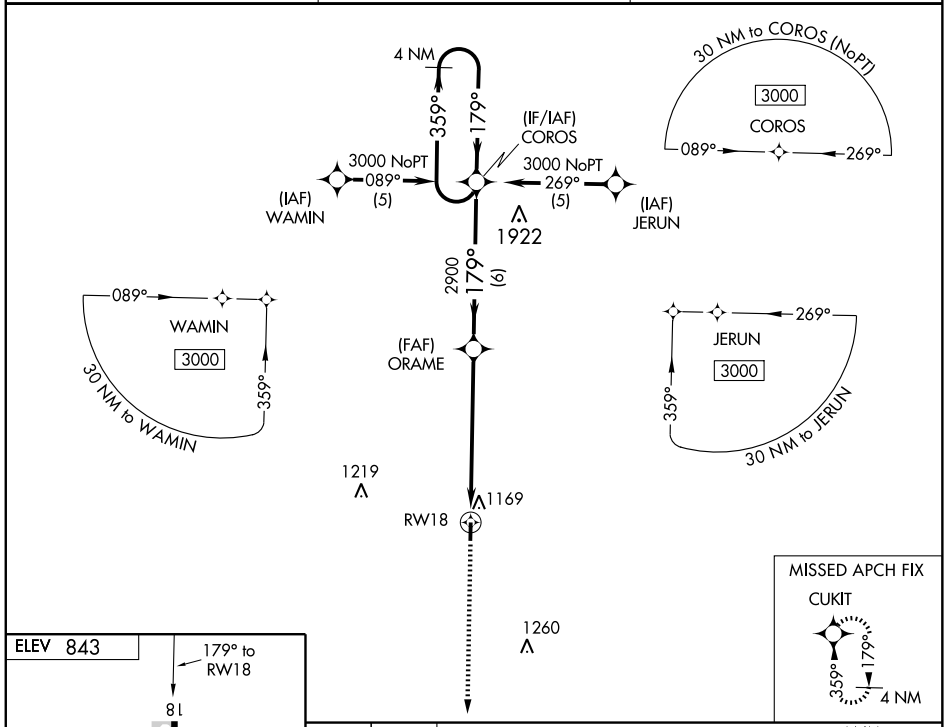
## BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

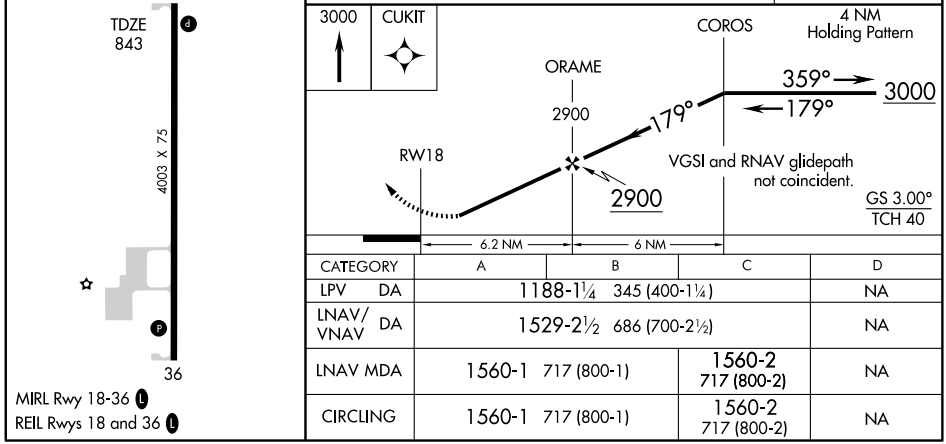
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received, use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet and increase LNAV and circling Cat B/C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CUKIT and hold.

| CHILLICOTHE AWOS-3 | KANSAS CITY CENTER | CTAF |
|---|---|---|
| 118.175 | 125.25 381.5 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1188-1¼ 345 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1529-2½ 686 (700-2½) | | | NA |
| LNAV MDA | 1560-1 717 (800-1) | | 1560-2 717 (800-2) | NA |
| CIRCLING | 1560-1 717 (800-1) | | 1560-2 717 (800-2) | NA |

| WAAS CH 93715 W36A | APP CRS 359° | Rwy ldg 4003 TDZE 835 Apt Elev 843 |
|---|---|---|

# RNAV (GPS) RWY 36

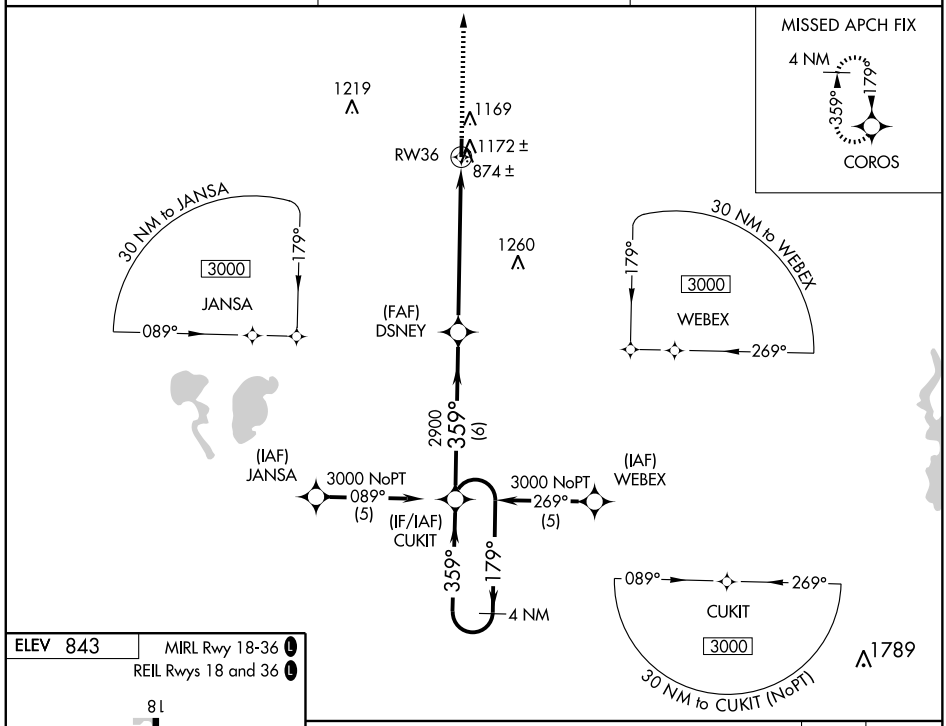
## BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (M08)

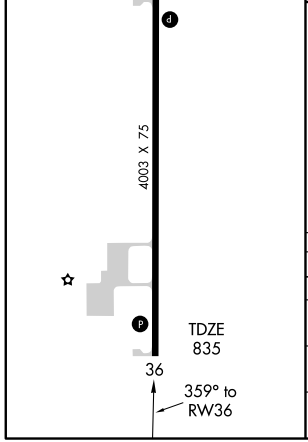
NA

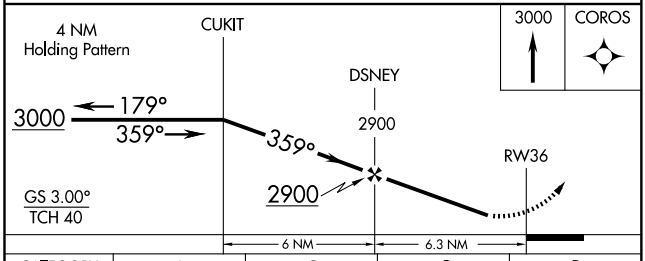
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COROS and hold.

| CHILLICOTHE AWOS-3 | KANSAS CITY CENTER | CTAF |
|---|---|---|
| 118.175 | 125.25 381.5 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1238-1½ 403 (400-1½) | | | NA |
| LNAV/VNAV DA | 1315-1¾ 480 (500-1¾) | | | NA |
| LNAV MDA | 1500-1 665 (700-1) | | 1500-1¾ 665 (700-1¾) | NA |
| CIRCLING | 1540-1 697 (700-1) | | 1540-2 697 (700-2) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 178° | TDZE | 888 |
| | Apt Elev | 892 |

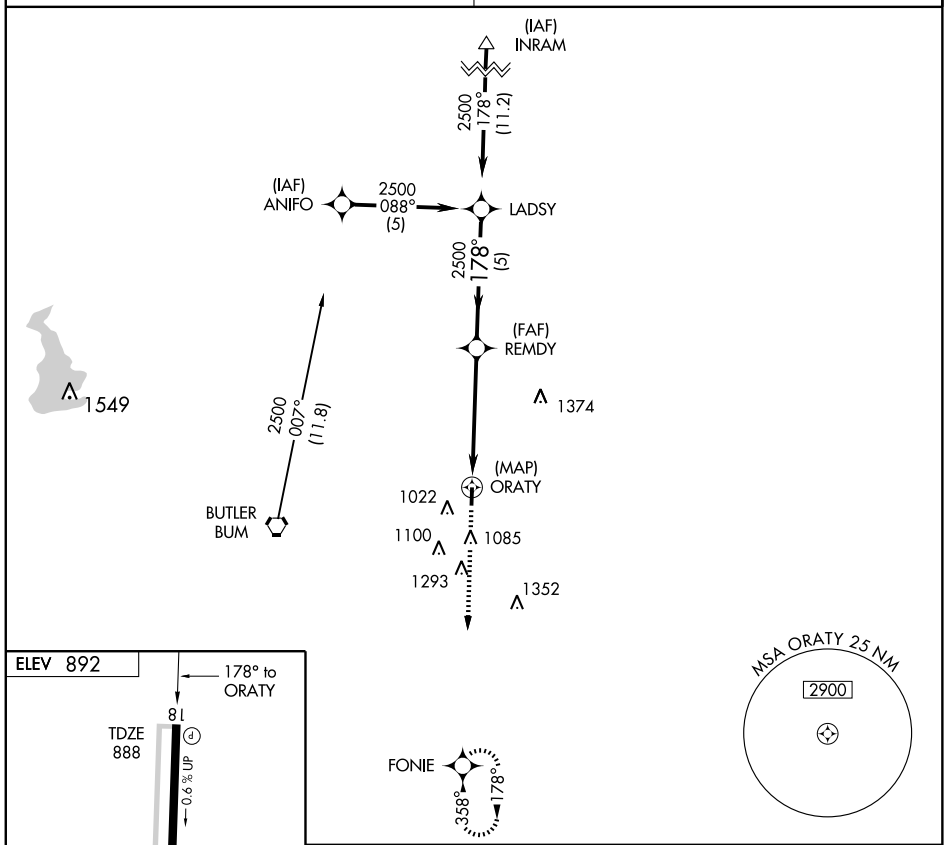
# GPS RWY 18
## BUTLER MEMORIAL (BUM)

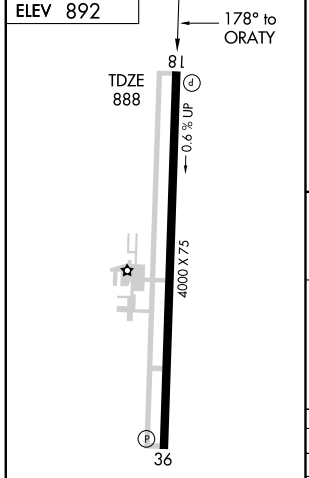
NA

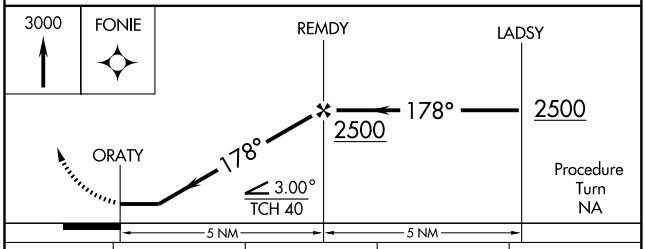
Use Charles B.Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 3000 direct FONIE WP and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 125.55 327.0 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1400-1 | 512 (600-1) | NA | |
| CIRCLING | 1460-1<br>568 (600-1) | 1580-1<br>688 (700-1) | NA | |

| VORTAC BUM 115.9 Chan 106 | APP CRS 074° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 892 |
|---|---|---|

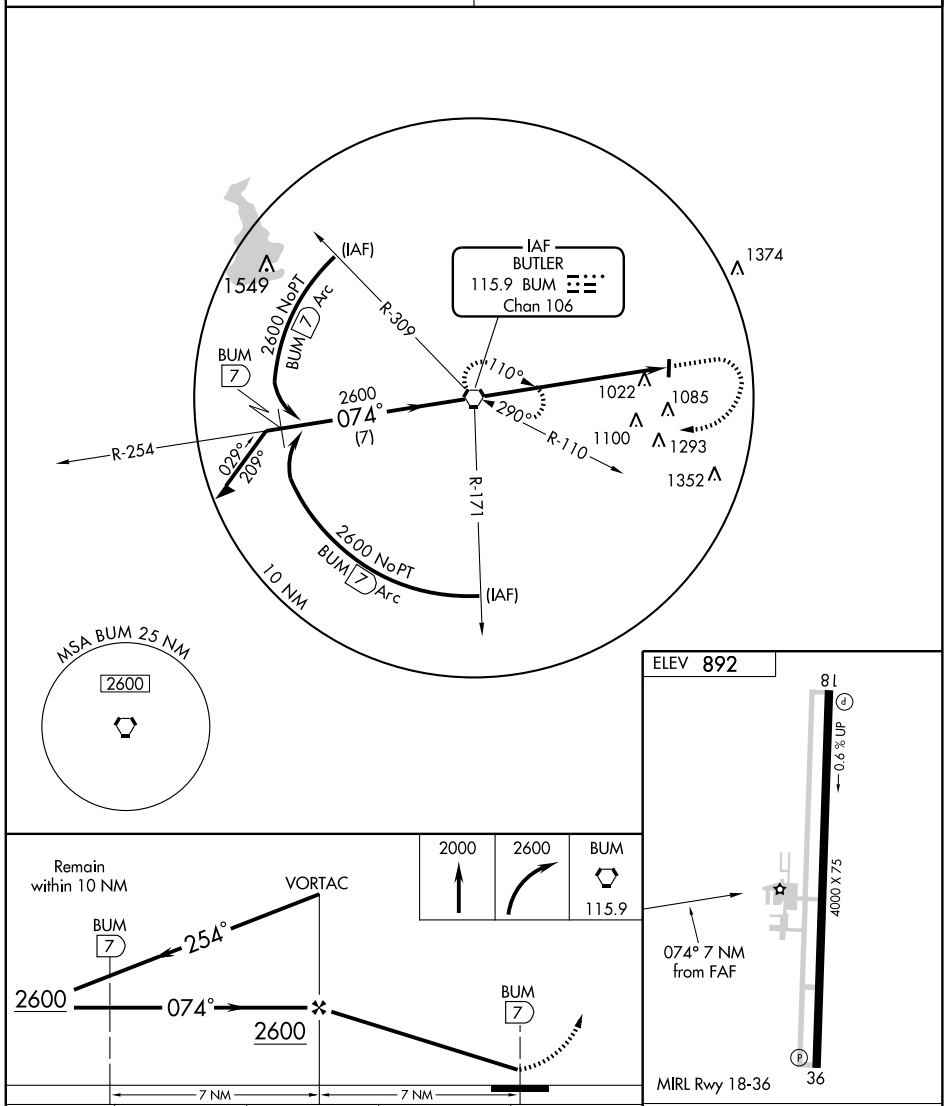
# VOR-A
## BUTLER MEMORIAL (BUM)

NA

Use Charles B.Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 125.55 327.0 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1460-1<br>568 (600-1) | 1580-1<br>688 (700-1) | NA | |

FAF to MAP 7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |

NC-3. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3002 |
|---|---|---|
| 210° | TDZE | 1220 |
| | Apt Elev | 1220 |

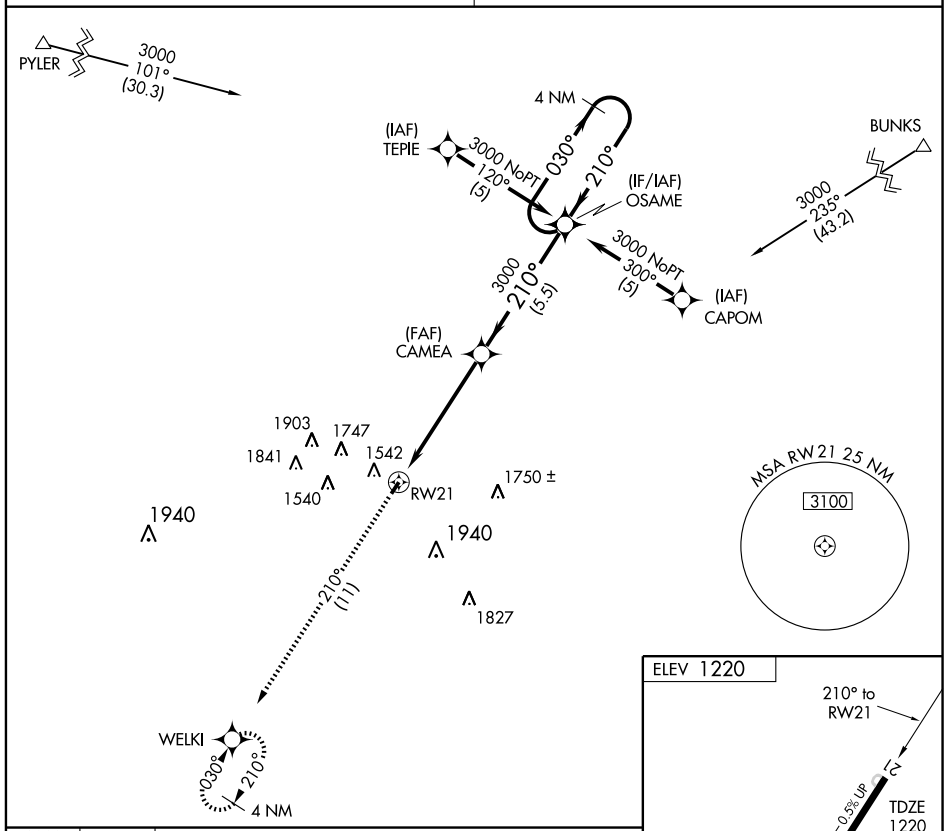
# RNAV (GPS) RWY 21
## CABOOL MEMORIAL (TVB)

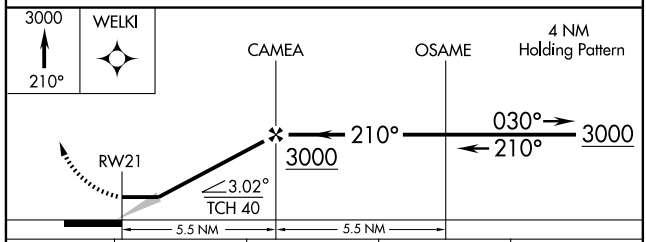
Use West Plains Muni altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

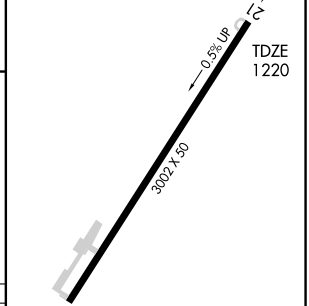
MISSED APPROACH: Climb to 3000 via 210° course to WELKI WP and hold.

KANSAS CITY CENTER
**128.35 284.67**

CTAF
**122.9** L




MIRL Rwy 3-21 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1780-1 560 (600-1) | | 1780-1½ 560 (600-1½) | NA |
| CIRCLING | 1920-1 700 (700-1) | 1940-1 720 (800-1) | 1960-2 740 (800-2) | NA |

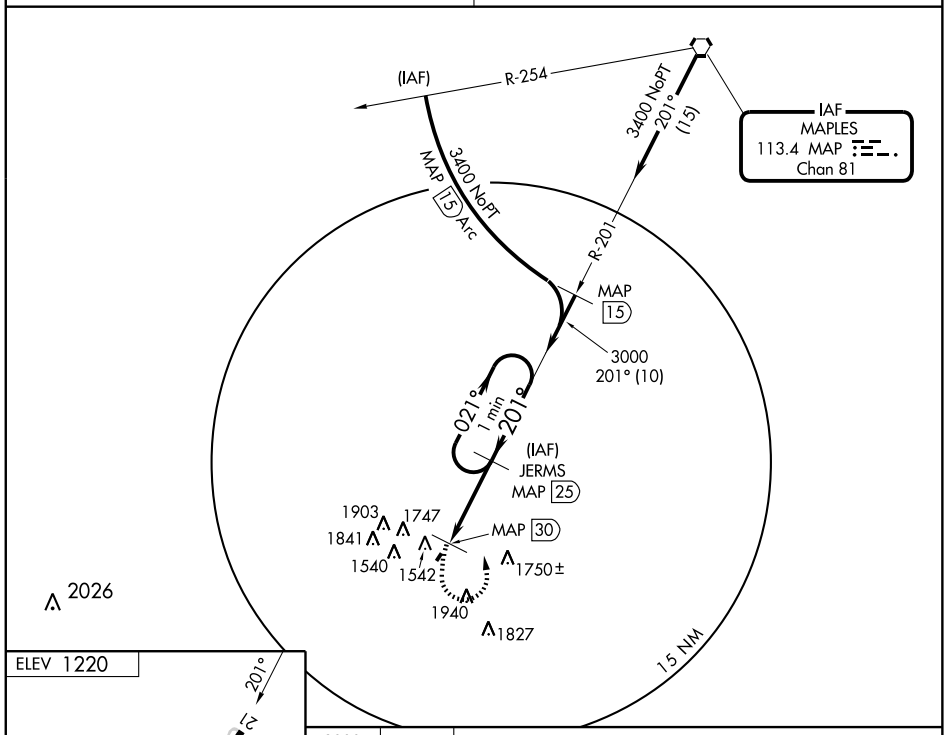
| VORTAC MAP | APP CRS | Rwy ldg | 3002 |
|---|---|---|---|
| 113.4 | 201° | TDZE | 1217 |
| Chan 81 | | Apt Elev | 1220 |

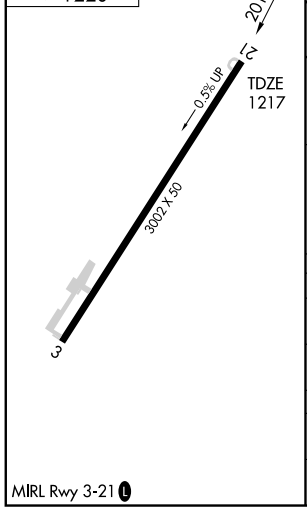
# VOR/DME RWY 21
## CABOOL MEMORIAL (TVB)

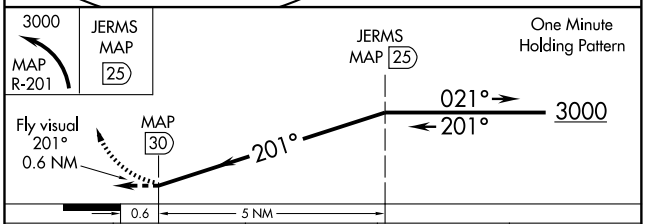
Use Ft. Leonard Wood, Forney AAF altimeter setting; if not received use Springfield altimeter setting. Fly visual to airport.

MISSED APPROACH: Climbing left turn to 3000 via MAP R-201 to JERMS 25 DME and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.35 284.67 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 2160-1¼ 943 (1000-1¼) | | 2160-2¾ 943 (1000-2¾) | NA |
| CIRCLING | 2160-1¼ 943 (1000-1¼) | | 2160-2¾ 943 (1000-2¾) | NA |
| SPRINGFIELD ALTIMETER SETTING MINIMUMS | | | | |
| S-21 | 2300-1¼ 1083 (1100-1¼) | 2300-1½ 1083 (1100-1½) | 2300-3 1083 (1100-3) | NA |
| CIRCLING | 2300-1¼ 1083 (1100-1¼) | 2300-1½ 1083 (1100-1½) | 2300-3 1083 (1100-3) | NA |

MIRL Rwy 3-21 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 332° | TDZE | 1062 |
| | Apt Elev | 1062 |

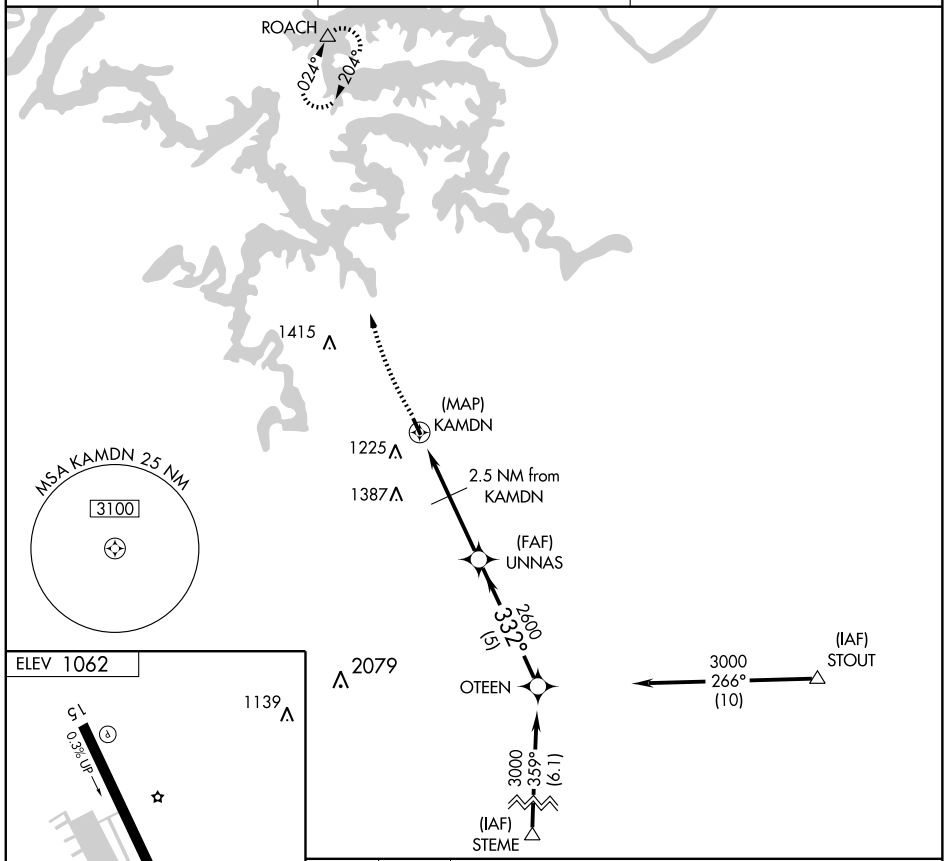
# GPS RWY 33
## CAMDENTON MEMORIAL (H21)

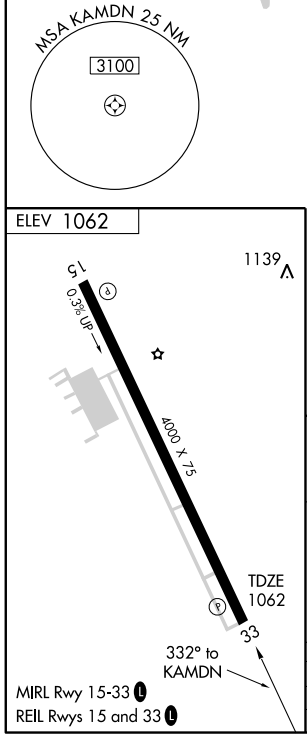
T
A NA

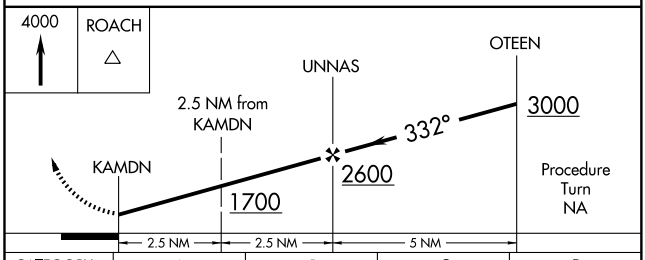
Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 4000 direct ROACH WP and hold.

| KAISER/LEE C. FINE MEMORIAL AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1440-1 | 378 (400-1) | NA | |
| CIRCLING | 1580-1 | 518 (600-1) | NA | |

| VOR/DME SHY 108.4 Chan 21 | APP CRS 222° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1062 |
|---|---|---|

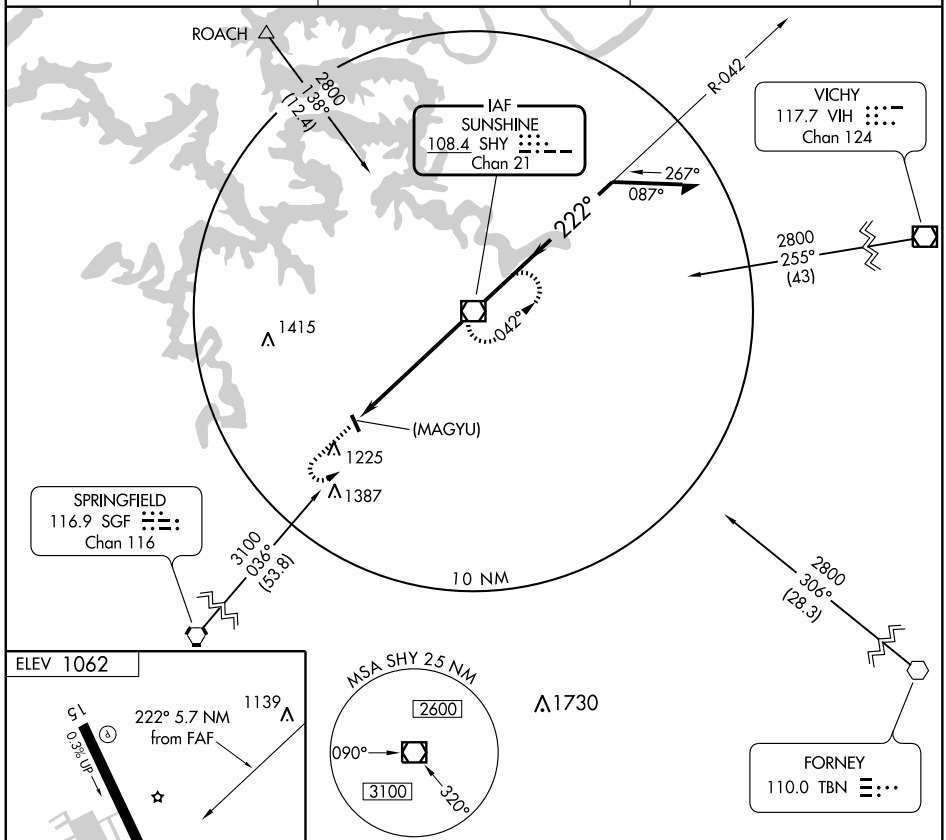
# VOR or GPS-A
## CAMDENTON MEMORIAL (H21)

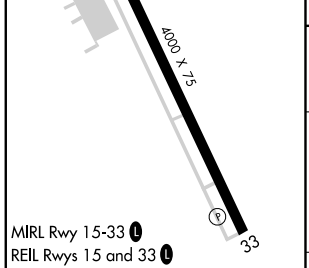
NA

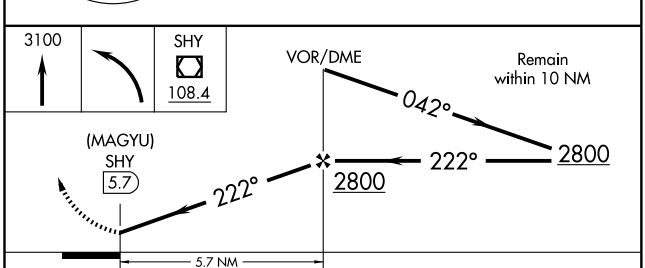
Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 3100 then left turn direct SHY VOR/DME and hold.

| KAISER/LEE C. FINE MEMORIAL AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580-1 518 (600-1) | | 1580-1½ 518 (600-1½) | 1620-2 558 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| NDB EZZ 394 | APP CRS 004° | Rwy ldg 4000<br>TDZE 1037<br>Apt Elev 1042 |
|---|---|---|

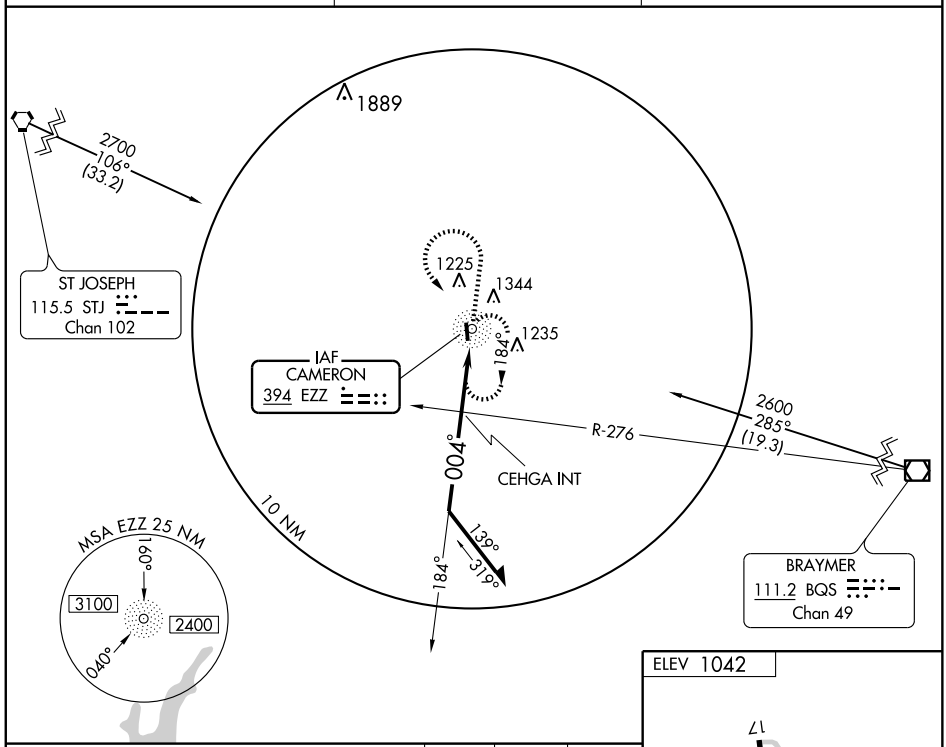
# NDB RWY 35
## CAMERON MEMORIAL (EZZ)

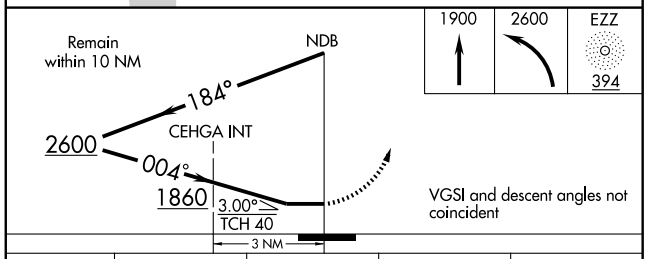
NA

Use Kansas City Intl altimeter setting.

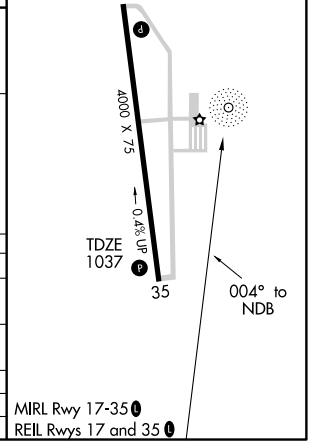
MISSED APPROACH: Climb to 1900 then climbing left turn to 2600 direct EZZ NDB and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 307.35 | 121.6 | 122.8 (CTAF) L |




VGSI and descent angles not coincident




MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1860-1<br>823 (900-1) | 1860-1¼<br>823 (900-1¼) | NA | |
| CIRCLING | 1860-1<br>818 (900-1) | 1860-1¼<br>818 (900-1¼) | NA | |
| CEHGA INT MINIMUMS | | | | |
| S-35 | 1560-1 523 (600-1) | | NA | |
| CIRCLING | 1740-1 698 (700-1) | | NA | |

NC-3, 14 JAN 2010 to 11 FEB 2010

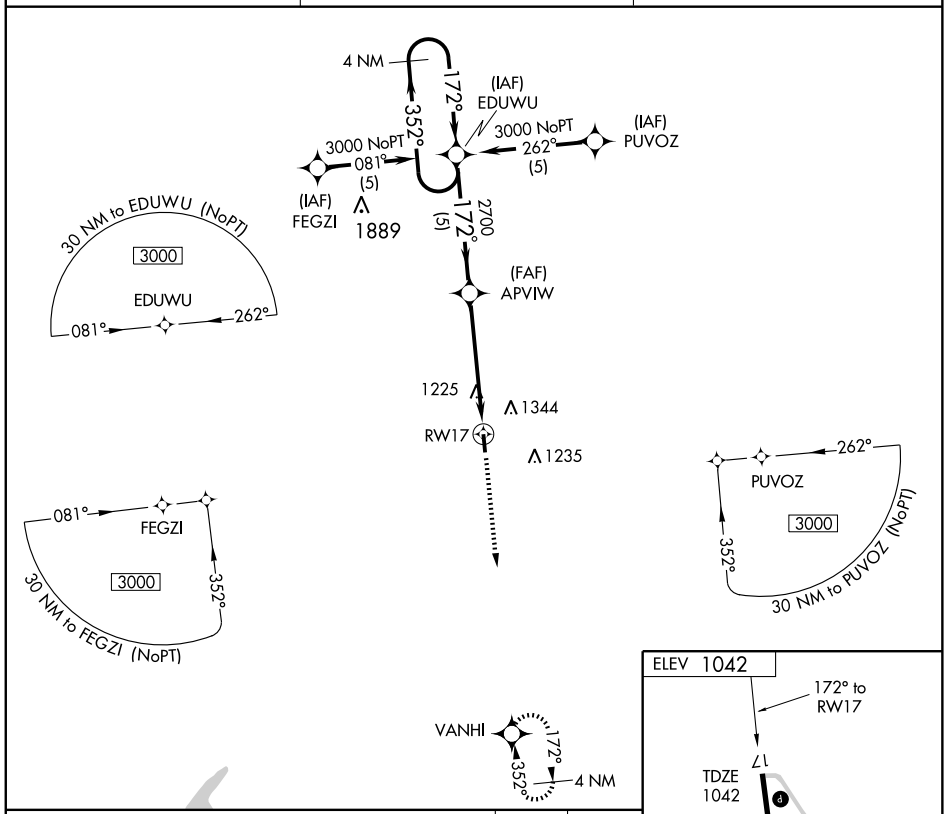
| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 172° | TDZE | 1042 |
| | Apt Elev | 1042 |

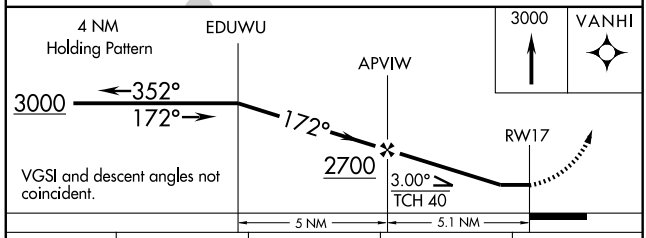
# RNAV (GPS) RWY 17
## CAMERON MEMORIAL (EZZ)

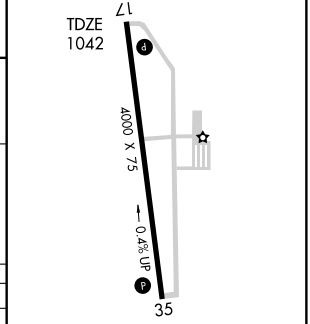
NA Use Kansas City Intl altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct VANHI WP and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 307.35 | 121.6 | 122.8 (CTAF) L |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| GLS | DA | NA | | | |
| LNAV/VNAV | DA | NA | | | |
| LNAV | MDA | 1560-1 518 (600-1) | | NA | |
| CIRCLING | | 1740-1 698 (700-1) | | NA | |

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 14 JAN 2010 to 11 FEB 2010

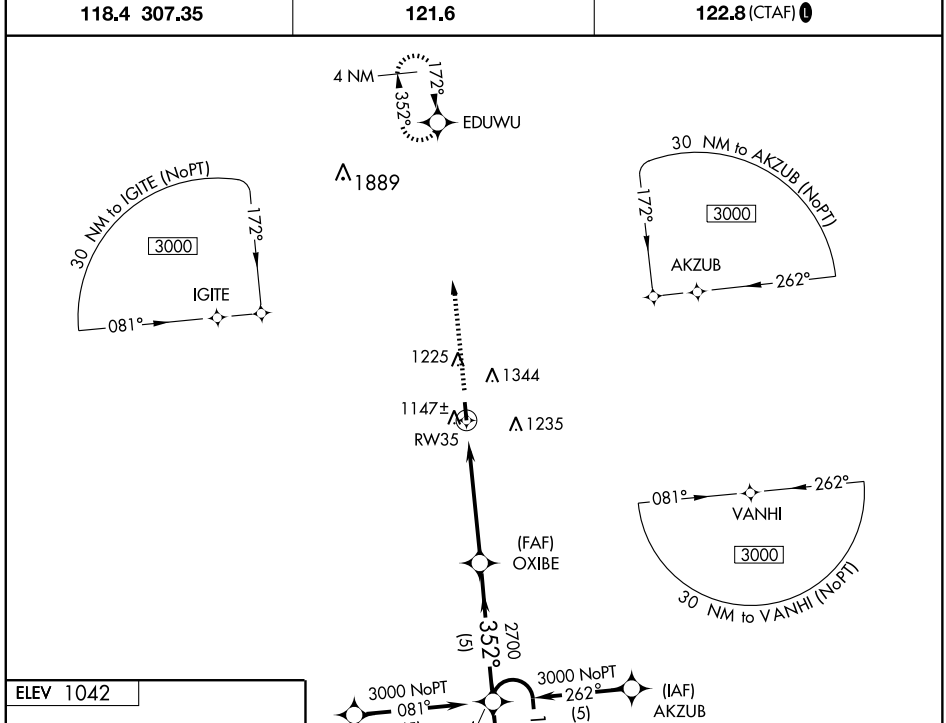
| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 352° | TDZE | 1037 |
| | Apt Elev | 1042 |

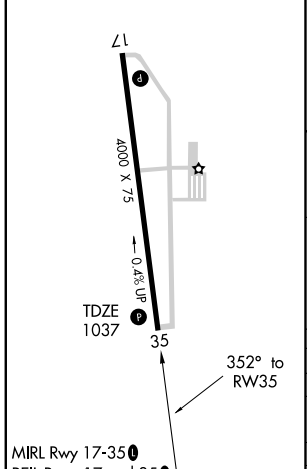
# RNAV (GPS) RWY 35
## CAMERON MEMORIAL (EZZ)

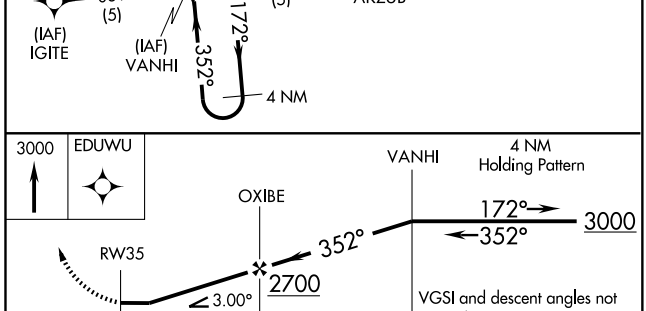
NA Use Kansas City Intl altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct EDUWU WP and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 307.35 | 121.6 | 122.8 (CTAF) L |



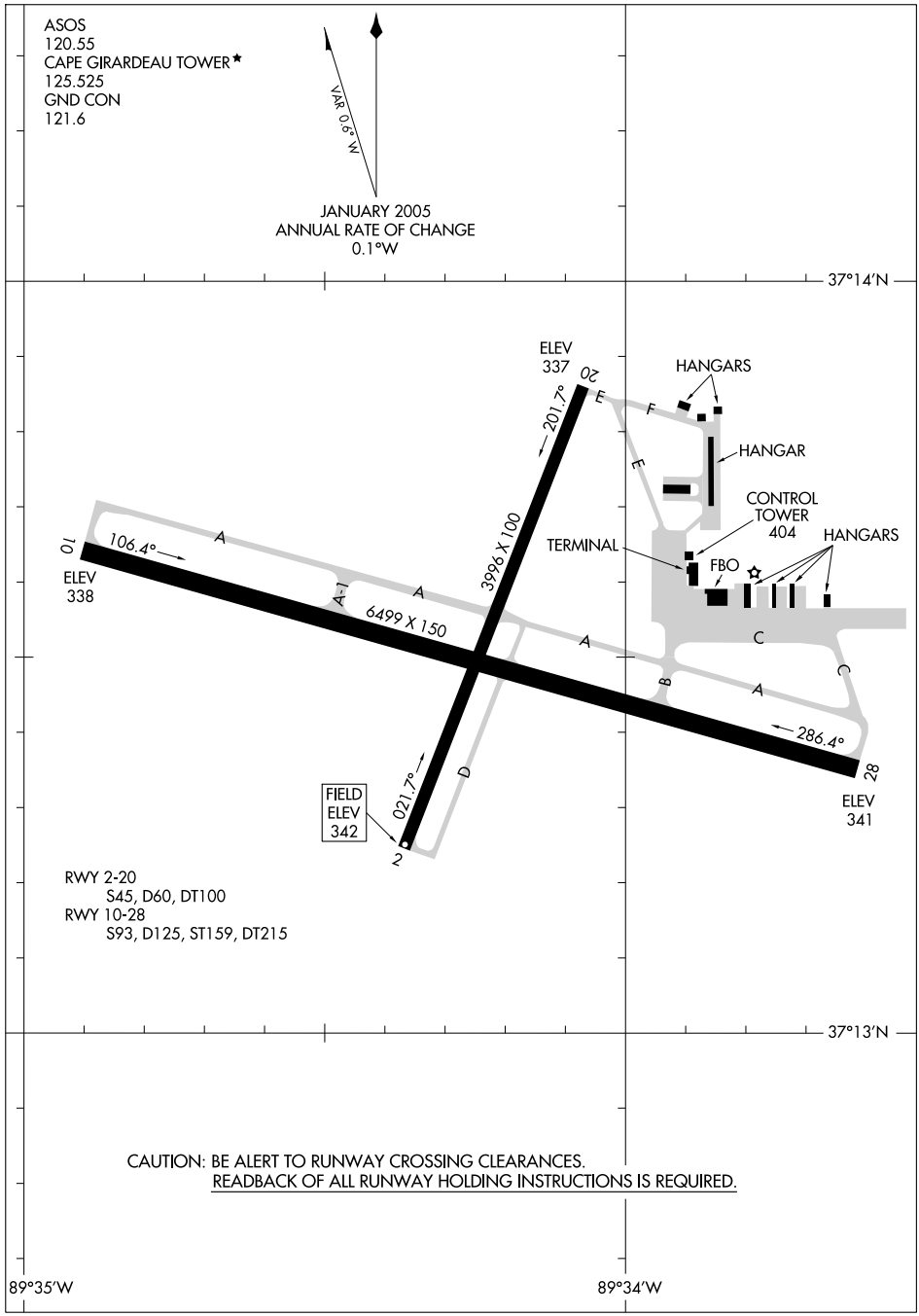

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1500-1 463 (500-1) | | NA | |
| CIRCLING | 1740-1 698 (700-1) | | NA | |

NC-3, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-943 (FAA)

CAPE GIRARDEAU RGNL (CGI)
CAPE GIRARDEAU, MISSOURI




NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-CGI | APP CRS | Rwy ldg | 6499 |
|---|---|---|---|
| 109.5 | 105° | TDZE | 338 |
| Chan 32 | | Apt Elev | 342 |

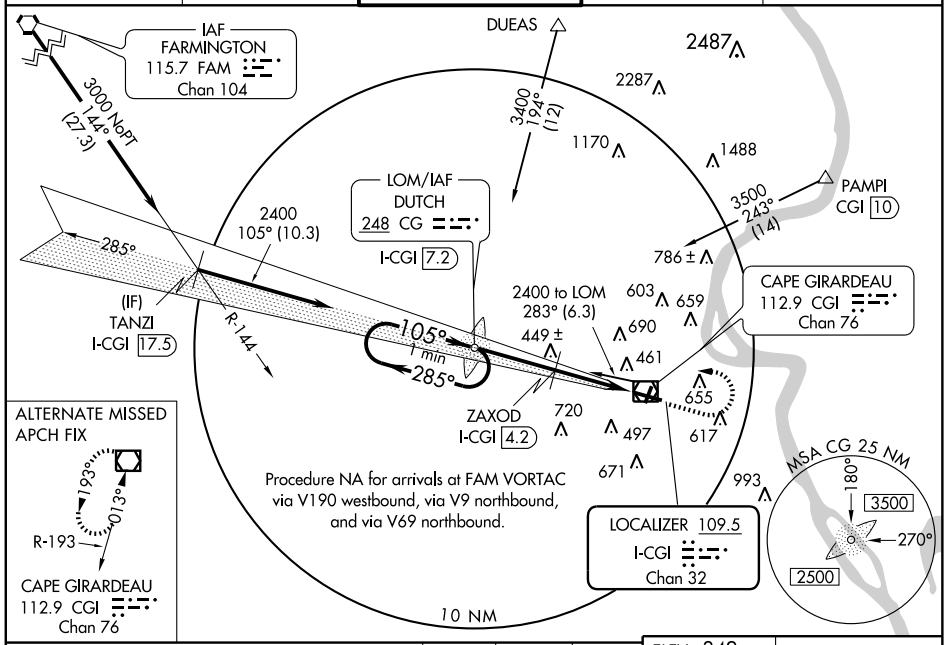
# ILS or LOC RWY 10
## CAPE GIRARDEAU RGNL (CGI)

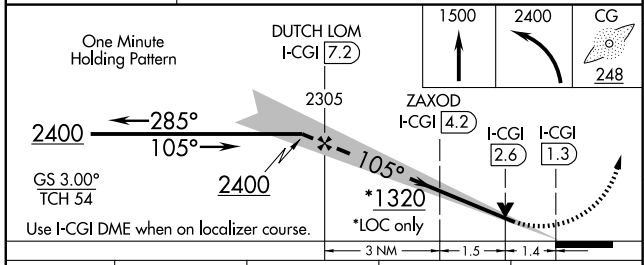
When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet, increase all MDA 60 feet, increase ZAXOD fix minimums Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting. ADF Required.

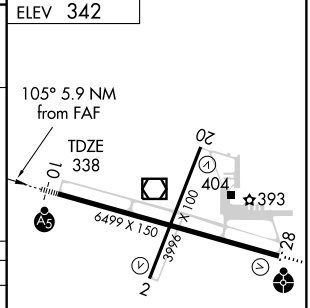
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.

| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 538-½ 200 (200-½) | | | |
| S-LOC 10 | 1320-¾ 982 (1000-¾) | 1320-1 982 (1000-1) | 1320-2½ 982 (1000-2½) | |
| CIRCLING | 1320-1¼ 978 (1000-1¼) | 1320-1½ 978 (1000-1½) | 1320-3 978 (1000-3) | |
| ZAXOD FIX MINIMUMS | | | | |
| S-LOC 10 | 860-½ 522 (600-½) | | 860-1 522 (600-1) | 860-1¼ 522 (600-1¼) |
| CIRCLING | 860-1 518 (600-1) | 960-1 618 (700-1) | 960-1¾ 618 (700-1¾) | 1000-2 658 (700-2) |

MIRL Rwy 2-20
HIRL Rwy 10-28

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-CGI 109.5 Chan 32 | APP CRS 285° | Rwy ldg 6499<br>TDZE 341<br>Apt Elev 342 |
|---|---|---|

# LOC/DME BC RWY 28

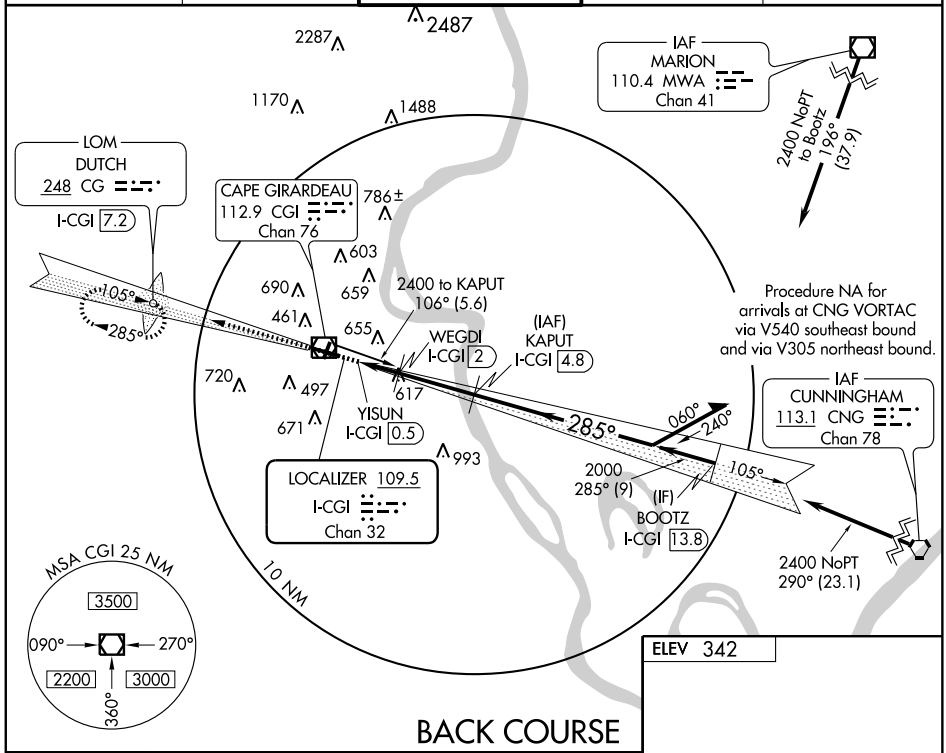
## CAPE GIRARDEAU RGNL (CGI)

Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all MDA 60 feet and increase Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting.

ODALS

MISSED APPROACH: Climb to 2400 via I-CGI front course to DUTCH LOM/I-CGI 7.2 DME and hold.

| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) | 121.6 | 122.95 |

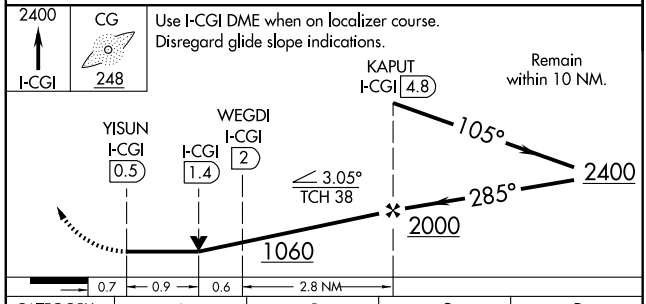


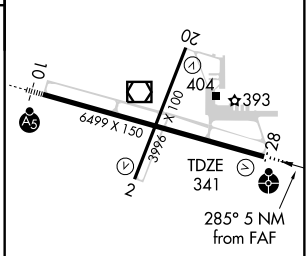

ELEV 342

## BACK COURSE

2400 I-CGI | CG 248

Use I-CGI DME when on localizer course.
Disregard glide slope indications.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 880-¾ 539 (600-¾) | | 880-1½ 539 (600-1½) | 880-1¾ 539 (600-1¾) |
| CIRCLING | 880-1 538 (600-1) | 960-1 618 (700-1) | 960-1¾ 618 (700-1¾) | 1000-2 658 (700-2) |

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61399 W10A | APP CRS 105° | Rwy ldg 6499<br>TDZE 338<br>Apt Elev 342 |
|---|---|---|

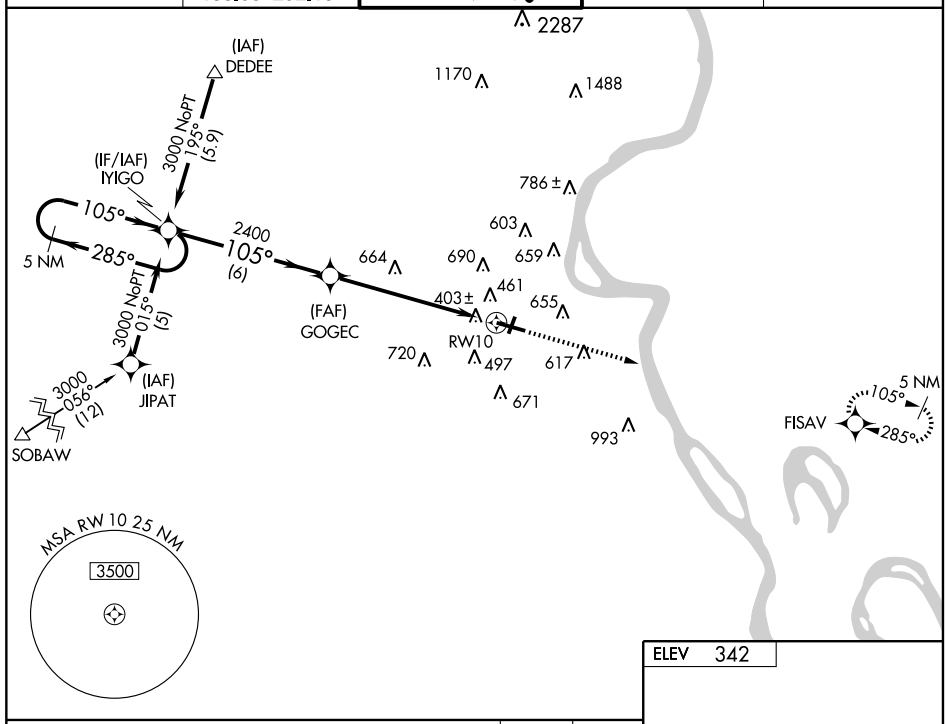
# RNAV (GPS) RWY 10
## CAPE GIRARDEAU RGNL (CGI)

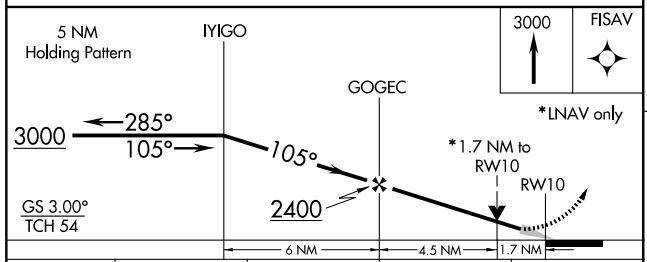
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
For inoperative MALSR increase LPV all Cats. visibility to ¾.

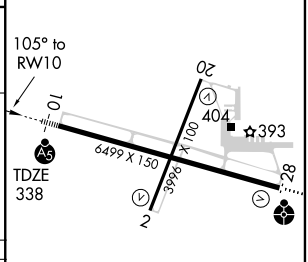
MALSR

MISSED APPROACH: Climb to 3000 direct FISAV and hold.

| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 588-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 723-¾ 385 (400-¾) | | | |
| LNAV MDA | 940-½ 602 (600-½) | | 940-1¼ 602 (600-1¼) | 940-1½ 602 (600-1½) |
| CIRCLING | 940-1¼ 598 (600-1¼) | 960-1¼ 618 (700-1¼) | 960-1¾ 618 (700-1¾) | 1000-2 658 (700-2) |

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 90199 W28A | APP CRS 285° | Rwy ldg 6499<br>TDZE 341<br>Apt Elev 342 |
|---|---|---|

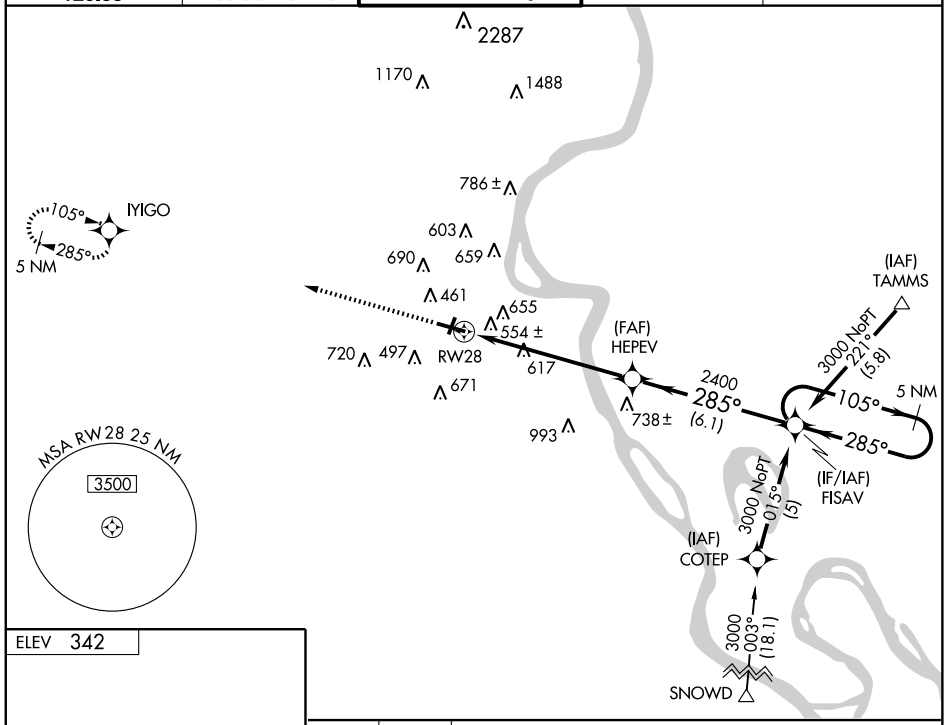
# RNAV (GPS) RWY 28
## CAPE GIRARDEAU RGNL (CGI)

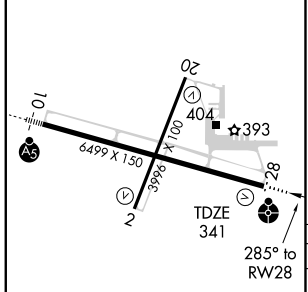
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat. C.

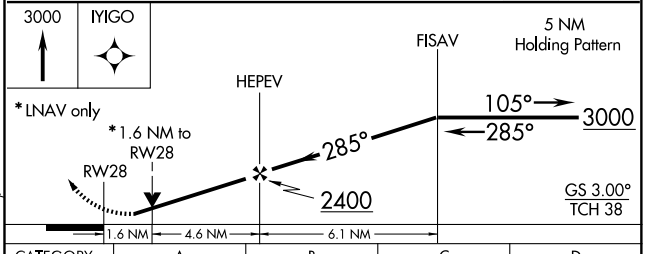
ODALS

MISSED APPROACH: Climb to 3000 direct IYIGO and hold.

| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 718-1¼ 377 (400-1¼) | | | |
| LNAV/VNAV DA | 948-2¼ 607 (700-2¼) | | | |
| LNAV MDA | 880-¾ 539 (600-¾) | | 880-1½ 539 (600-1½) | 880-1¾ 539 (600-1¾) |
| CIRCLING | 960-2¼ 618 (700-2¼) | | | 1000-2¼ 658 (700-2¼) |

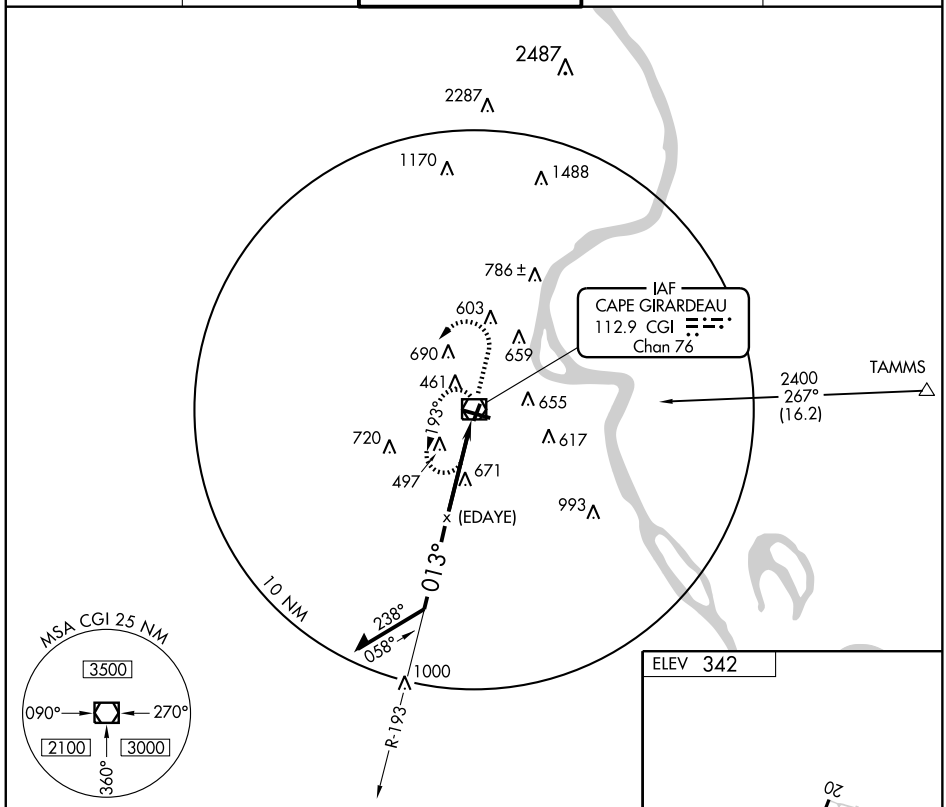
MIRL Rwy 2-20
HIRL Rwy 10-28

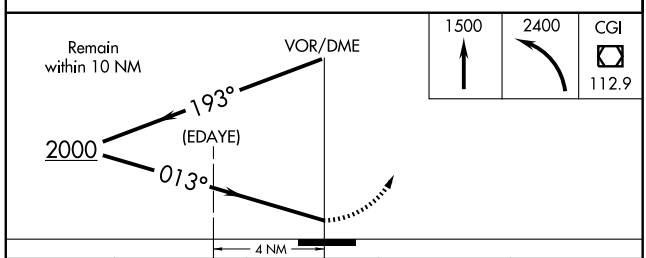
| VOR/DME CGI 112.9 Chan 76 | APP CRS 013° | Rwy ldg 3996<br>TDZE 342<br>Apt Elev 342 |
|---|---|---|

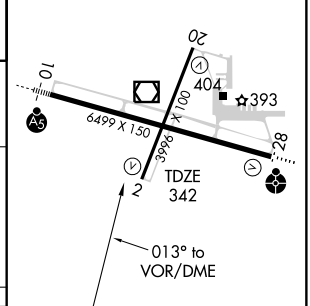
# VOR or GPS RWY 2
## CAPE GIRARDEAU RGNL (CGI)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGI VOR/DME and hold.

| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) L | 121.6 | 122.95 |




MIRL Rwy 2-20
HIRL Rwy 10-28

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1000-1 658 (700-1) | | 1000-1¾<br>658 (700-1¾) | 1000-2<br>658 (700-2) |
| CIRCLING | 1000-1 658 (700-1) | | 1000-1¾<br>658 (700-1¾) | 1000-2<br>658 (700-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

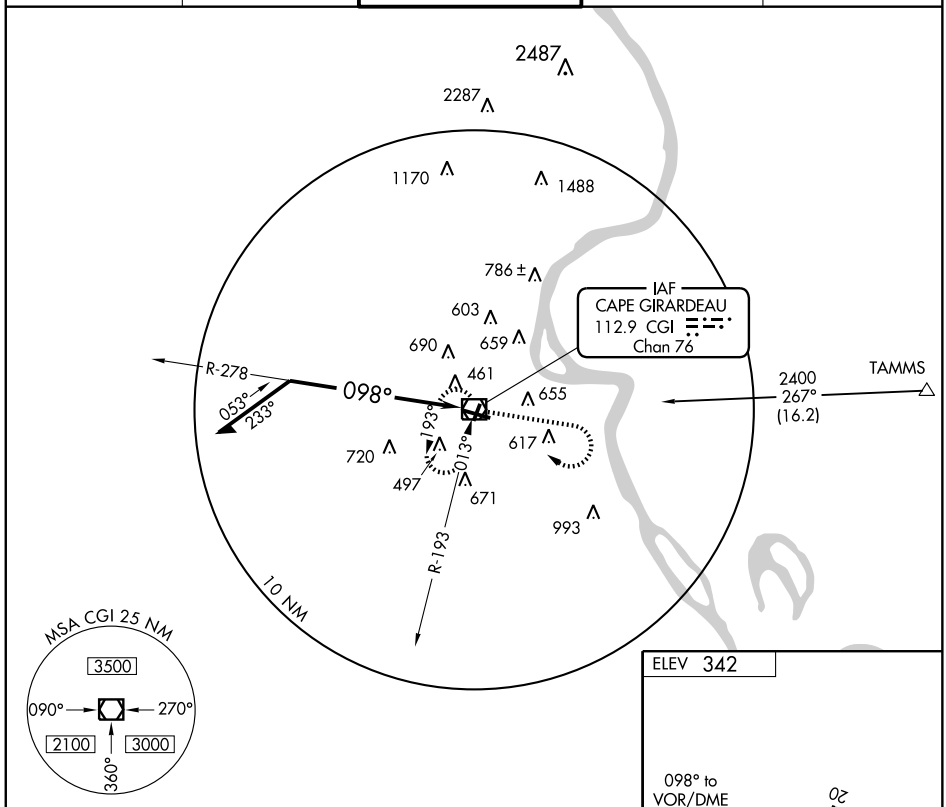
| VOR/DME CGI 112.9 Chan 76 | APP CRS 098° | Rwy ldg 6499<br>TDZE 338<br>Apt Elev 342 |
|---|---|---|

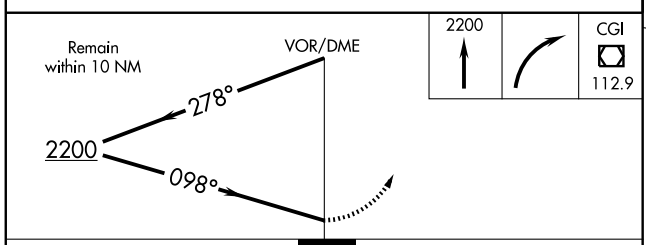
# VOR RWY 10
## CAPE GIRARDEAU RGNL (CGI)

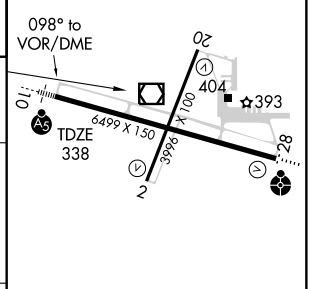
MALSR A5

MISSED APPROACH: Climb to 2200 then right turn direct CGI VOR/DME and hold.

| ASOS | MEMPHIS CENTER | CAPE GIRARDEAU TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 133.65 292.15 | 125.525 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 980-½ 642 (700-½) | | 980-1¼<br>642 (700-1¼) | 980-1½<br>642 (700-1½) |
| CIRCLING | 980-1 638 (700-1) | | 980-1¾<br>638 (700-1¾) | 1000-2<br>658 (700-2) |

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3, 14 JAN 2010 to 11 FEB 2010

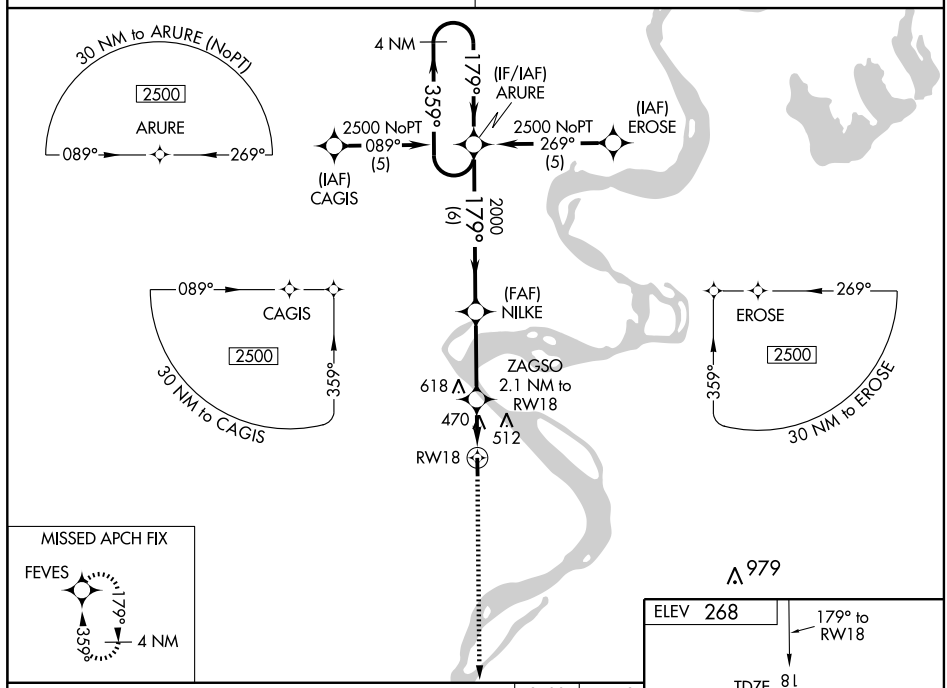
| WAAS CH 78109 W18A | APP CRS 179° | Rwy ldg 4005<br>TDZE 268<br>Apt Elev 268 |
|---|---|---|

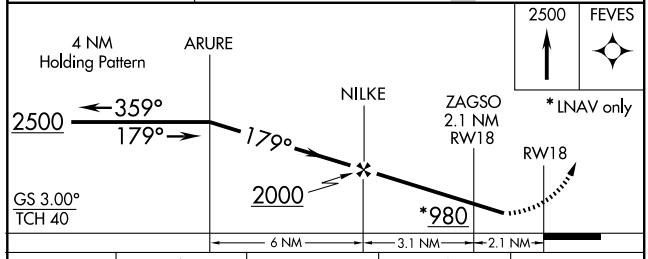
# RNAV (GPS) RWY 18
## CARUTHERSVILLE MEMORIAL (M05)

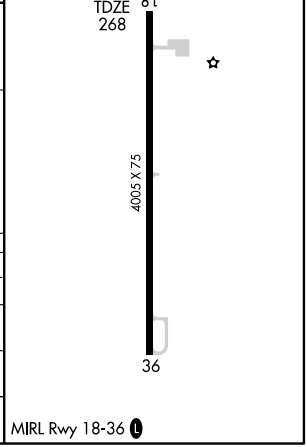
Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct FEVES and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 134.65 316.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 806-2 538 (600-2) | | | NA |
| LNAV/VNAV DA | 829-2 561 (600-2) | | | NA |
| LNAV MDA | 760-1 492 (500-1) | | 760-1¼ 492 (500-1¼) | NA |
| CIRCLING | 820-1 552 (600-1) | | 860-1½ 592 (600-1½) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 77609 W36A | APP CRS 359° | Rwy ldg 4005<br>TDZE 266<br>Apt Elev 268 |
|---|---|---|

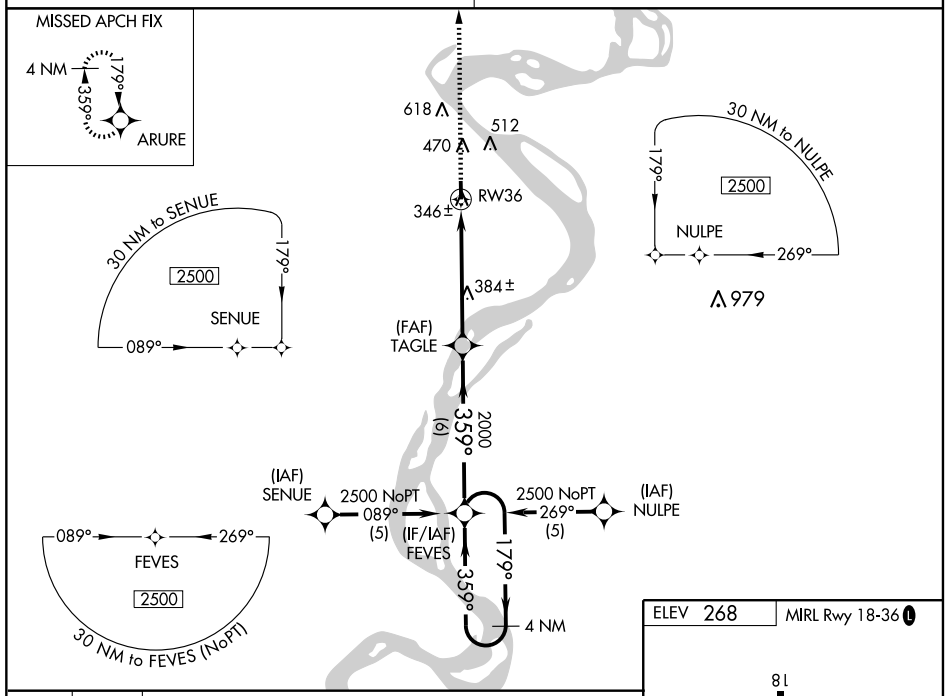
# RNAV (GPS) RWY 36
## CARUTHERSVILLE MEMORIAL (M05)

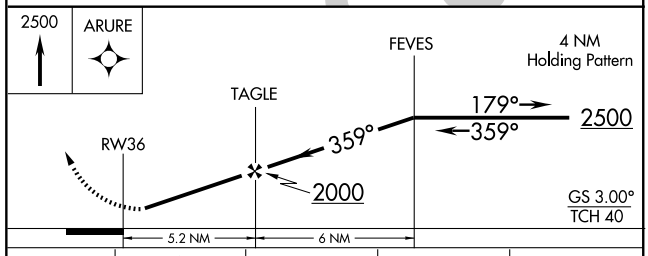
T
NA

Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase Circling Cat C visibility ¼ mile.

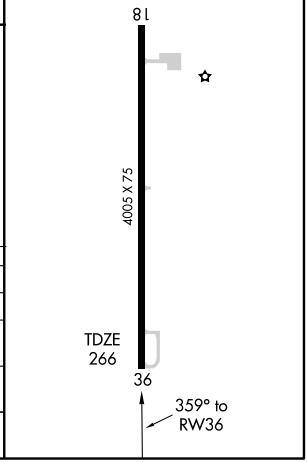
MISSED APPROACH: Climb to 2500 direct ARURE and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 134.65 316.15 | 122.9 L |




ELEV 268 MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 631-1¼ 365 (400-1¼) | | | NA |
| LNAV/VNAV DA | 695-1½ 429 (500-1½) | | | NA |
| LNAV MDA | 680-1 414 (500-1) | | 680-1¼ 414 (500-1¼) | NA |
| CIRCLING | 820-1 552 (600-1) | | 860-1½ 592 (600-1½) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC MAW | APP CRS | Rwy ldg | 4005 |
|---|---|---|---|
| 111.2 | 150° | TDZE | 268 |
| Chan 49 | | Apt Elev | 268 |

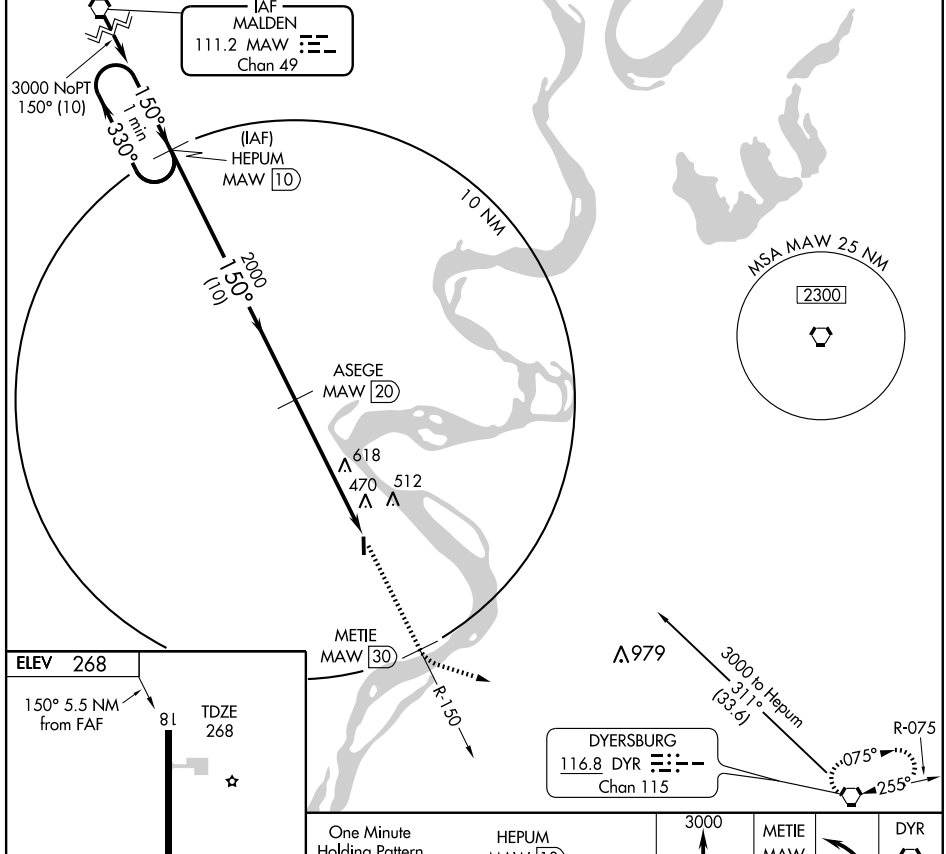
# VOR/DME RWY 18
## CARUTHERSVILLE MEMORIAL (M05)

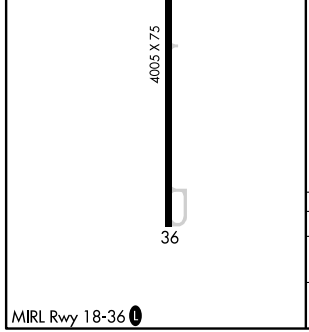
NA

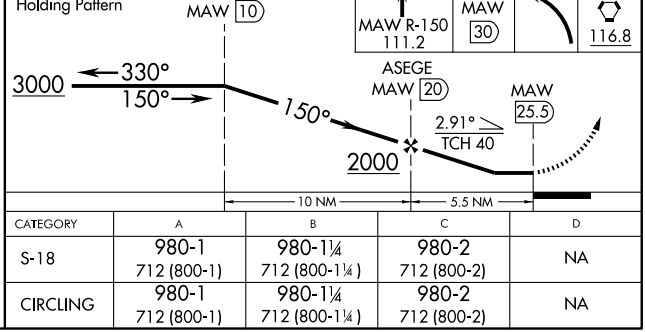
Use Dyersburg Muni altimeter setting.

MISSED APPROACH: Climb to 3000 via MAW VORTAC R-150 to METIE/MAW 30 DME, then left turn direct DYR VORTAC and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 134.65 316.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 980-1<br>712 (800-1) | 980-1¼<br>712 (800-1¼) | 980-2<br>712 (800-2) | NA |
| CIRCLING | 980-1<br>712 (800-1) | 980-1¼<br>712 (800-1¼) | 980-2<br>712 (800-2) | NA |

MIRL Rwy 18-36 L

| VOR/DME EOS 117.3 Chan 120 | APP CRS 102° | Rwy ldg 3600<br>TDZE 1482<br>Apt Elev 1482 |
|---|---|---|

# VOR or GPS RWY 9

## CASSVILLE MUNI (94K)

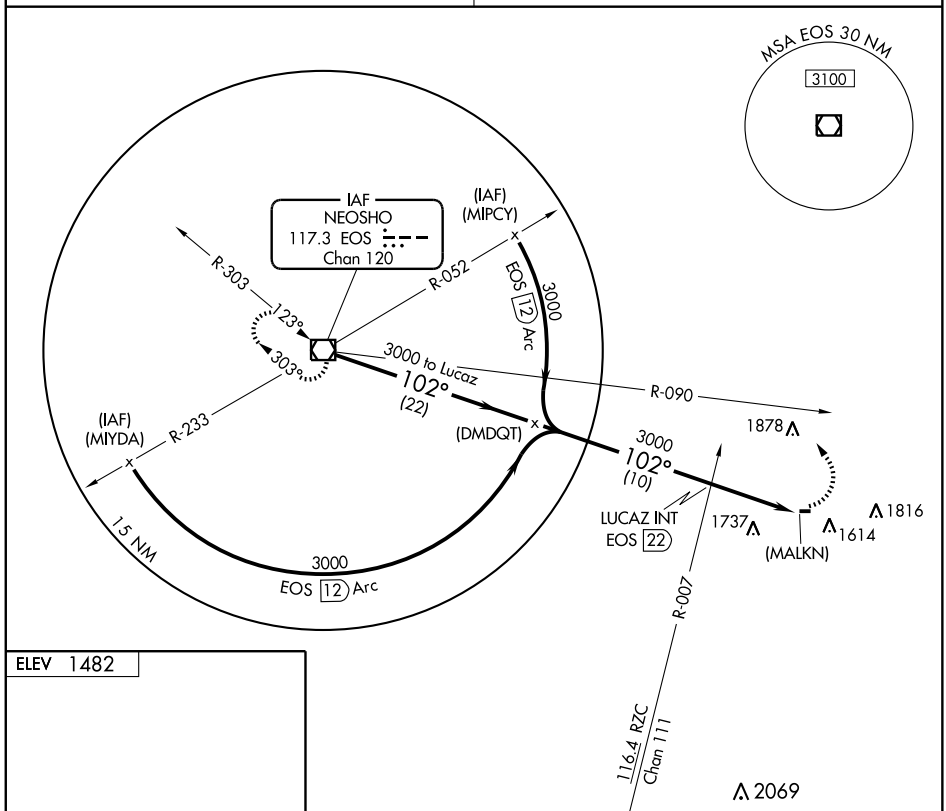
NA

Use Joplin, MO altimeter setting.

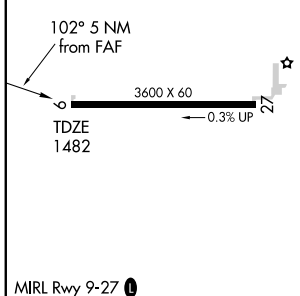
MISSED APPROACH: Climbing left turn to 3000 via heading 320° and EOS R-090 to EOS VOR/DME and hold.

SPRINGFIELD APP CON
124.95 318.2

CTAF
122.9 L

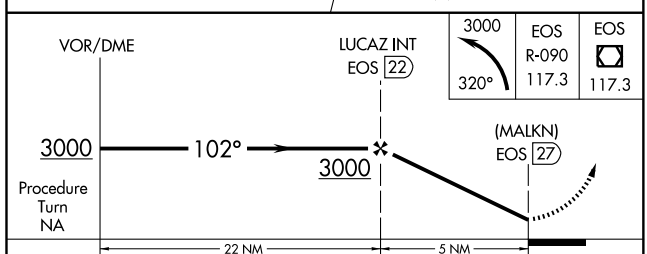



ELEV 1482




MIRL Rwy 9-27 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 2160-1<br>678 (700-1) | 2160-1¼<br>678 (700-1¼) | 2160-2<br>678 (700-2) | NA |
| CIRCLING | 2160-1<br>678 (700-1) | 2160-1¼<br>678 (700-1¼) | 2160-2<br>678 (700-2) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| NDB CHQ | APP CRS | Rwy ldg | 3196 |
|---|---|---|---|
| 208 | 009° | TDZE | 313 |
| | | Apt Elev | 313 |

# NDB or GPS RWY 36

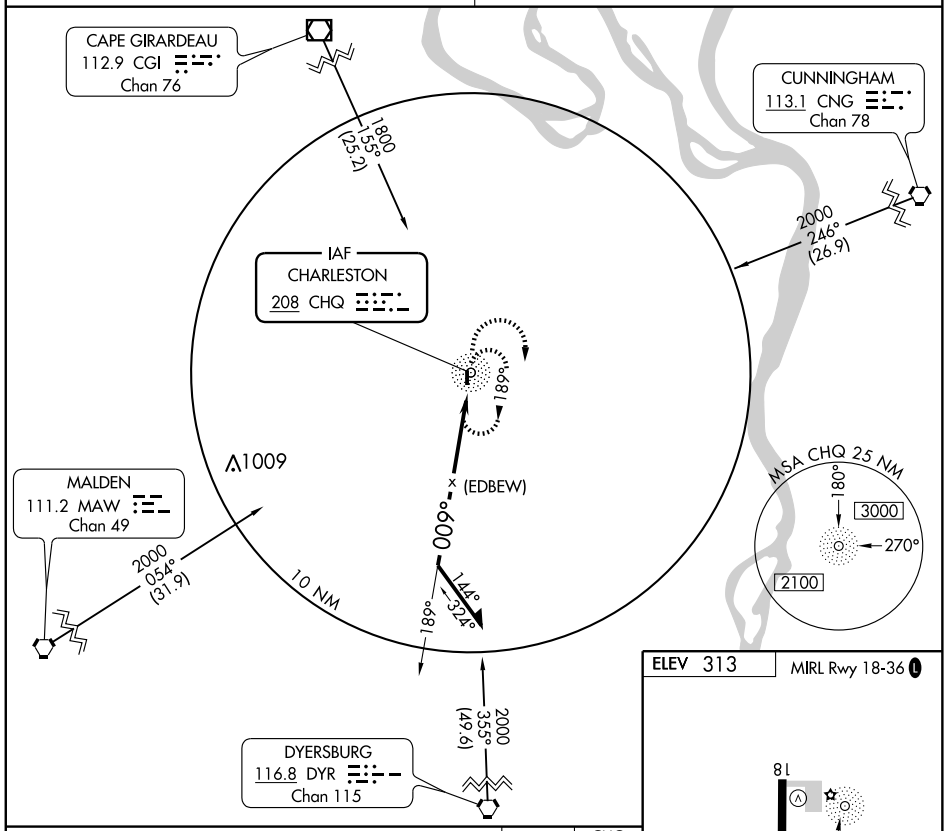
## CHARLESTON/MISSISSIPPI COUNTY (CHQ)

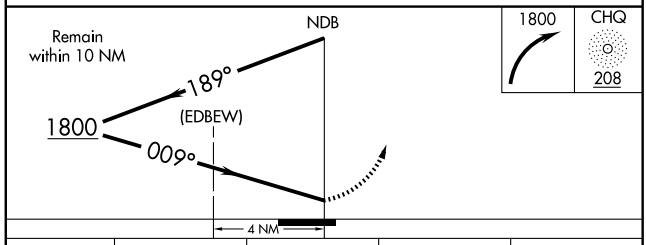
NA

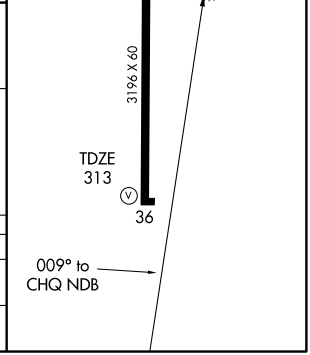
Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 in CHQ NDB holding pattern.

| MEMPHIS CENTER | CTAF |
|---|---|
| 133.65 292.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 940-1 627 (700-1) | | 940-1¾ 627 (700-1¾) | NA |
| CIRCLING | 940-1 627 (700-1) | | 940-1¾ 627 (700-1¾) | NA |

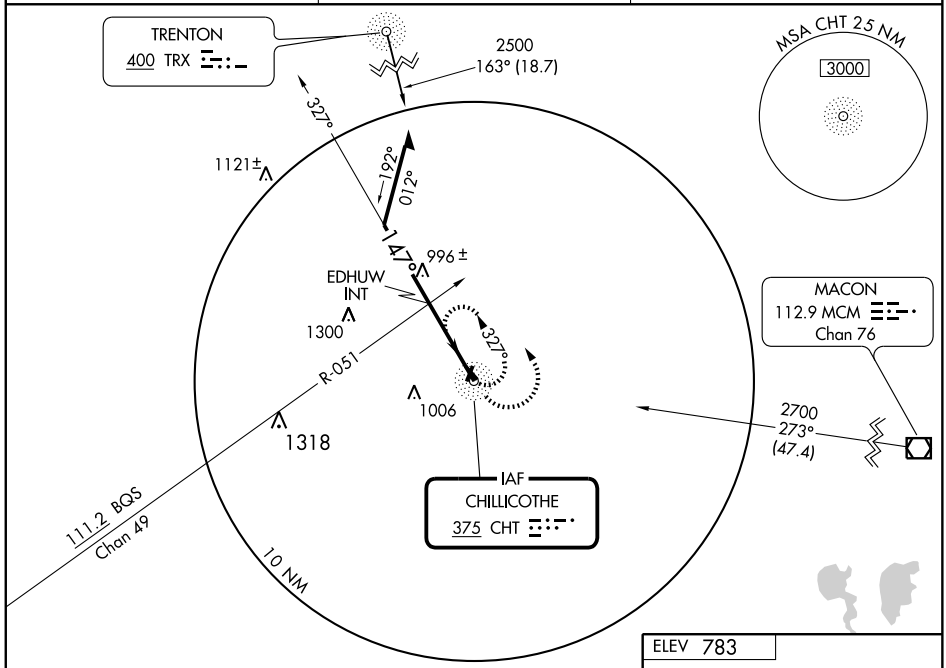
| NDB CHT | APP CRS | Rwy ldg | 3899 |
|---|---|---|---|
| 375 | 147° | TDZE | 783 |
| | | Apt Elev | 783 |

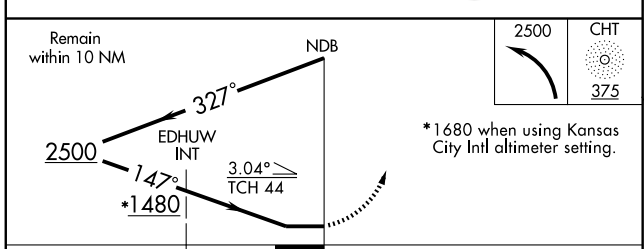
# NDB RWY 14
## CHILLICOTHE MUNI (CHT)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet, increase S-14 Cats A and B and Circling Cats A and B visibility ¼ mile.

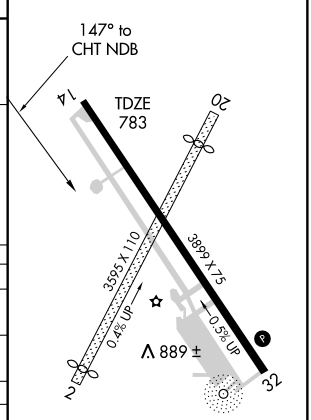
MISSED APPROACH: Climbing left turn to 2500 in CHT NDB holding pattern.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.175 | 125.25 381.5 | 122.8 (CTAF) |




*1680 when using Kansas City Intl altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1480-1 | 697 (700-1) | NA | |
| CIRCLING | 1480-1 | 697 (700-1) | NA | |
| EDHUW FIX MINIMUMS | | | | |
| S-14 | 1300-1 | 517 (600-1) | NA | |
| CIRCLING | 1300-1 | 517 (600-1) | NA | |

| APP CRS | Rwy ldg | 3899 |
|---|---|---|
| 140° | TDZE | 783 |
| | Apt Elev | 783 |

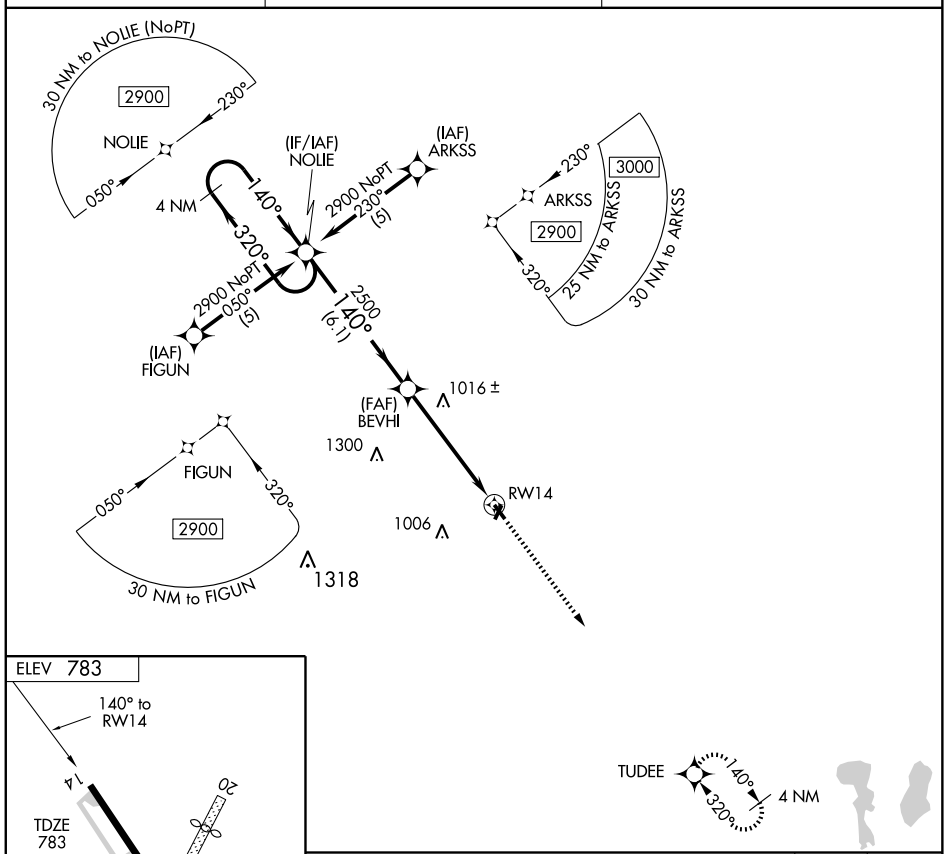
# RNAV (GPS) RWY 14
## CHILLICOTHE MUNI (CHT)

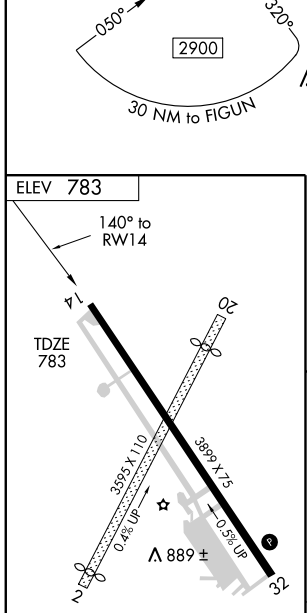
T
A NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.

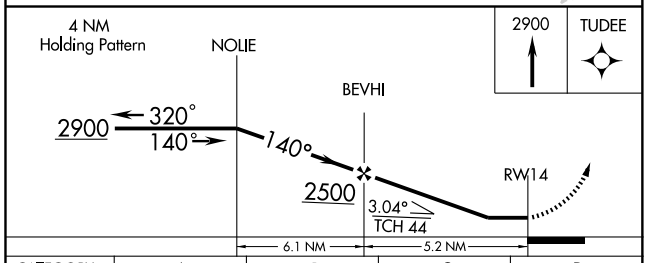
MISSED APPROACH: Climb to 2900 direct TUDEE and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.175 | 125.25 381.5 | 122.8 (CTAF) L |




MIRL Rwy 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 497 (500-1) | | NA | |
| CIRCLING | 1280-1 497 (500-1) | | NA | |

| WAAS CH 70413 W32A | APP CRS 320° | Rwy ldg 3899 TDZE 782 Apt Elev 783 |
|---|---|---|

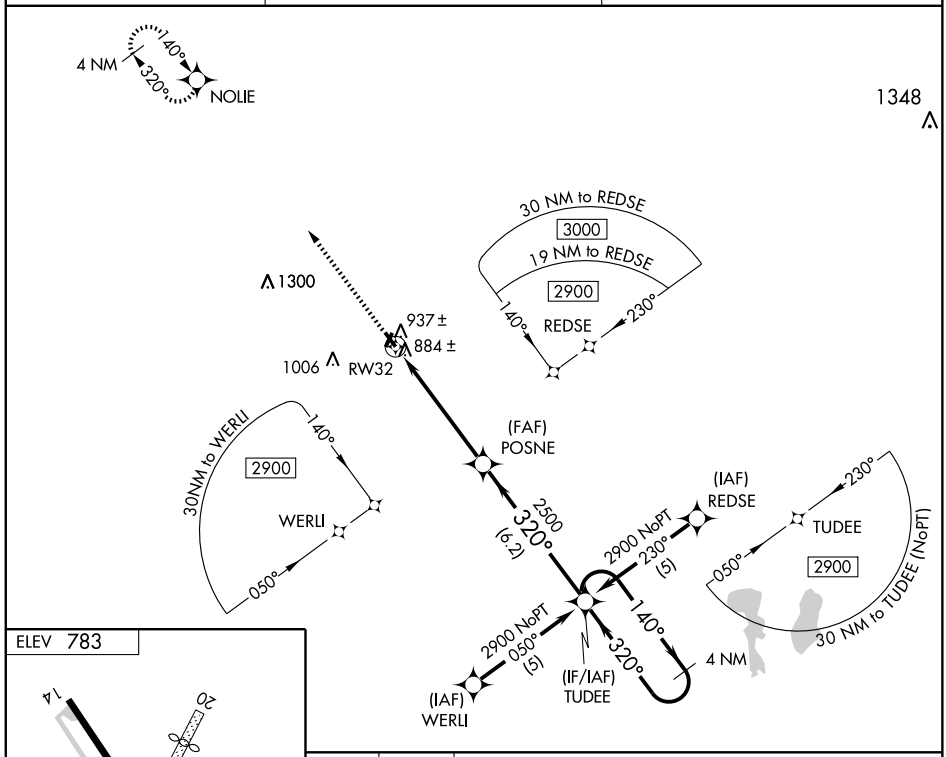
# RNAV (GPS) RWY 32
## CHILLICOTHE MUNI (CHT)

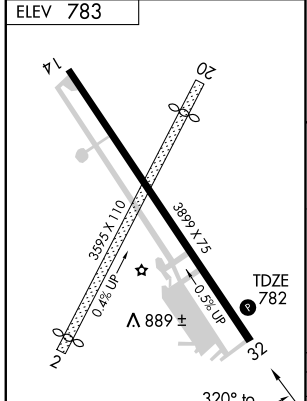
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 feet and all MDA 200 feet, and increase LPV all Cats visibility ¾ mile and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.

NA

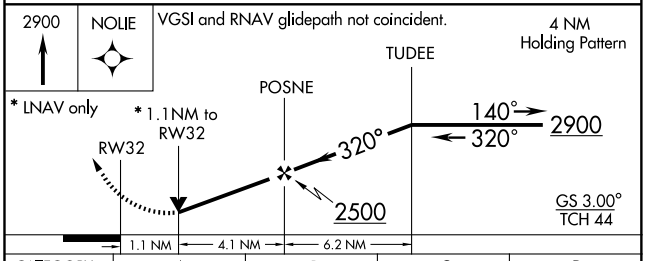
MISSED APPROACH: Climb to 2900 direct NOLIE and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.175 | 125.25 381.5 | 122.8 (CTAF) L |




MIRL Rwy 14-32




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1148-1¼ 366 (400-1¼) | | NA | |
| LNAV/VNAV | DA | 1154-1½ 372 (400-1½) | | NA | |
| LNAV | MDA | 1200-1 418 (500-1) | | NA | |
| CIRCLING | | 1280-1 497 (500-1) | | NA | |

| NDB GLY | APP CRS | Rwy ldg | 4001 |
|---|---|---|---|
| 388 | 033° | TDZE | 821 |
| | | Apt Elev | 822 |

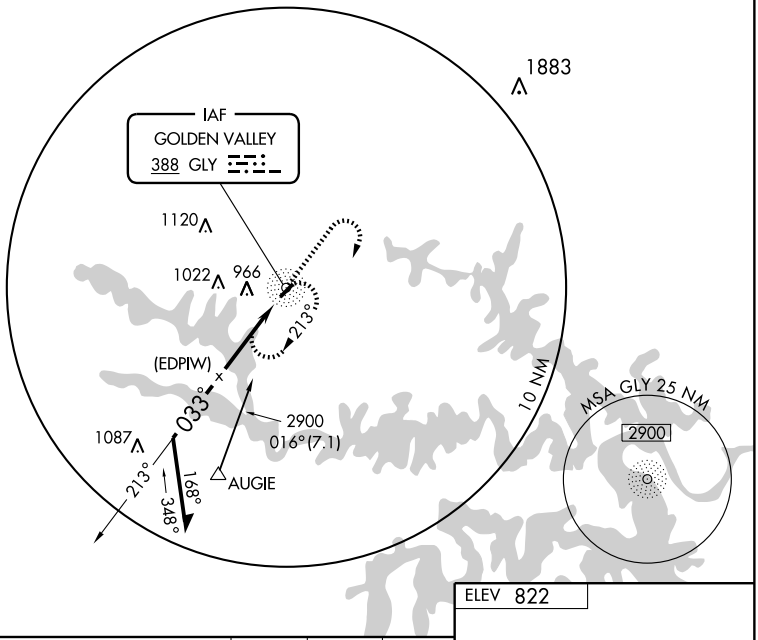
# NDB or GPS RWY 4
## CLINTON MEMORIAL (GLY)

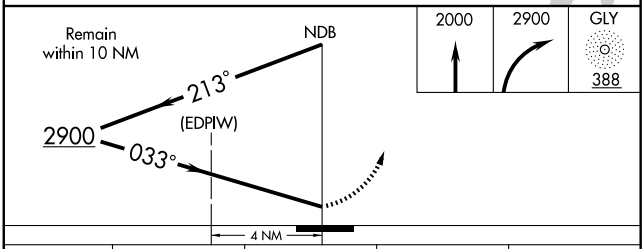
Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.
NA

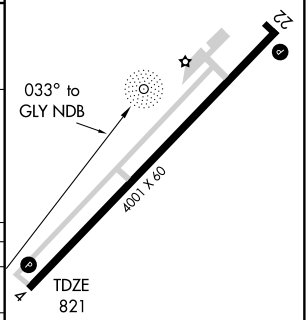
MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct GLY NDB and hold.

WHITEMAN APP CON★
**127.45**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1440-1 | 619 (700-1) | 1440-1¾ 619 (700-1¾) | NA |
| CIRCLING | 1440-1 | 618 (700-1) | 1440-1¾ 618 (700-1¾) | NA |
| WHITEMAN AFB ALTIMETER SETTING MINIMUMS | | | | |
| S-4 | 1540-1 | 719 (800-1) | 1540-2 719 (800-2) | NA |
| CIRCLING | 1540-1 | 718 (800-1) | 1540-2 718 (800-2) | NA |

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| NDB GLY | APP CRS | Rwy ldg | 4001 |
|---|---|---|---|
| 388 | 230° | TDZE | 822 |
| | | Apt Elev | 822 |

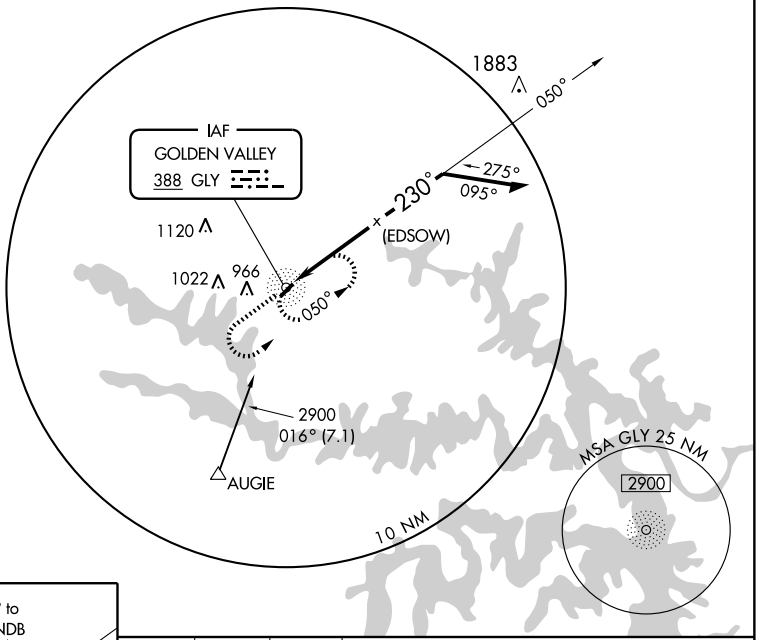
# NDB or GPS RWY 22
## CLINTON MEMORIAL (GLY)

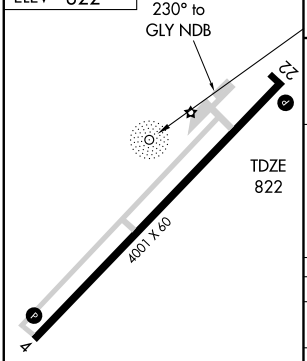
Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.
NA

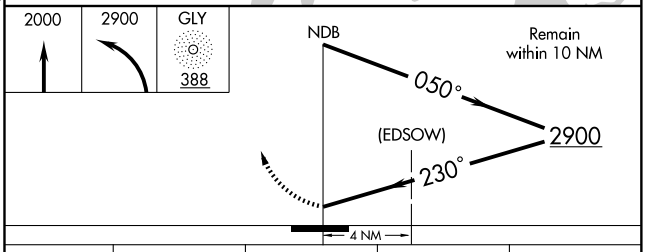
MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct GLY NDB and hold.

WHITEMAN APP CON★
**127.45**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1400-1 578 (600-1) | | 1400-1½ 578 (600-1½) | NA |
| CIRCLING | 1400-1 578 (600-1) | | 1400-1½ 578 (600-1½) | NA |
| WHITEMAN AFB ALTIMETER SETTING MINIMUMS | | | | |
| S-22 | 1500-1 678 (700-1) | | 1500-2 678 (700-2) | NA |
| CIRCLING | 1500-1 678 (700-1) | | 1500-2 678 (700-2) | NA |

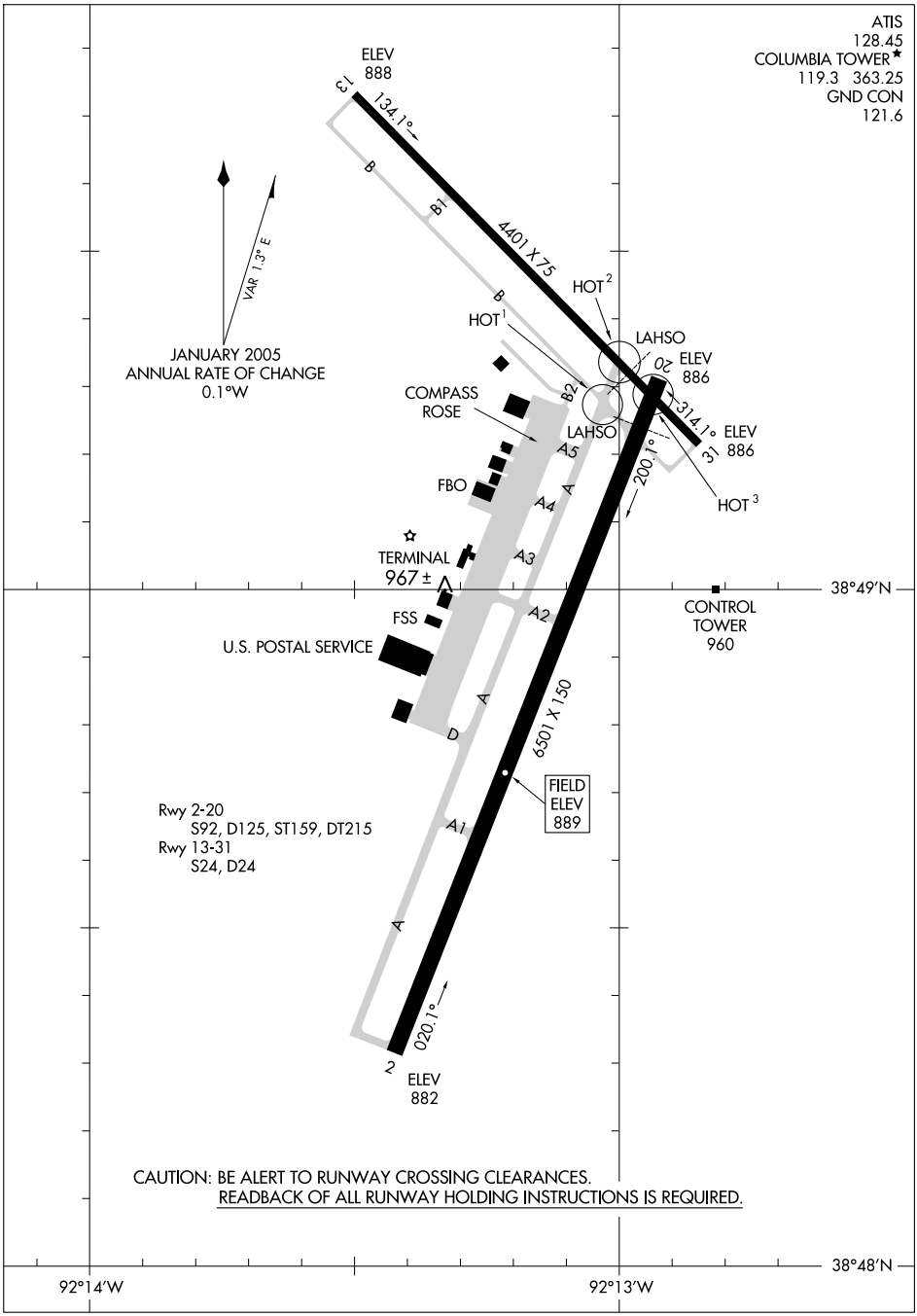
REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-3, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-5595 (FAA)

COLUMBIA RGNL (COU)
COLUMBIA, MISSOURI




NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-COU | APP CRS | Rwy ldg | 6500 |
|---|---|---|---|
| 110.7 | 018° | TDZE | 889 |
| Chan 44 | | Apt Elev | 889 |

# ILS or LOC/DME RWY 2

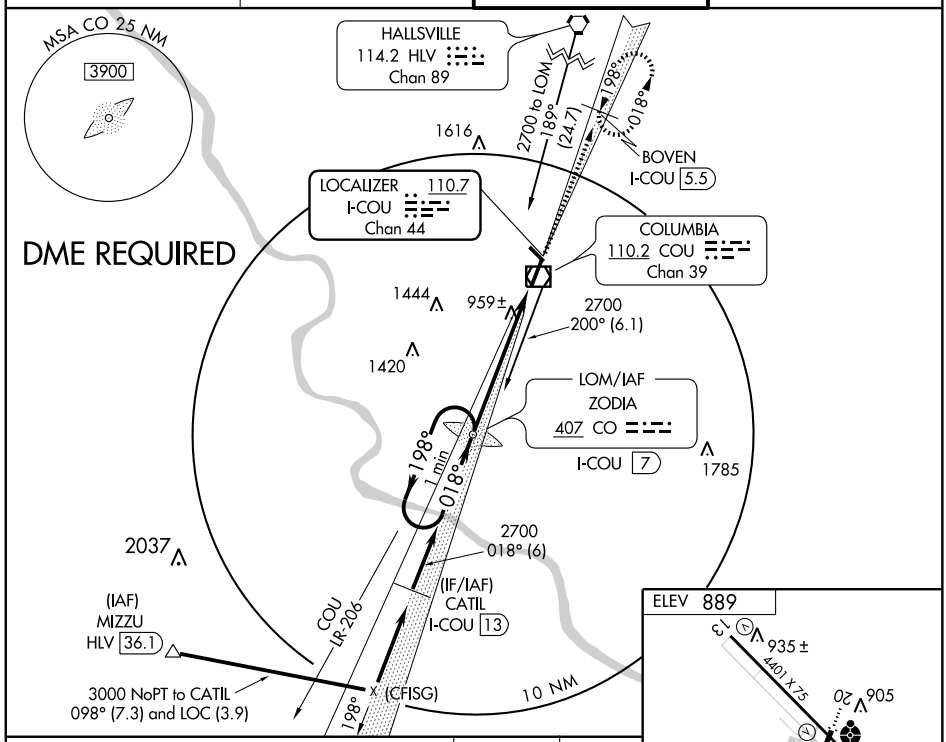
## COLUMBIA RGNL (COU)

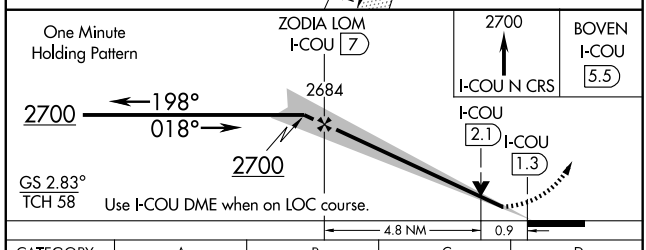
For inoperative MALSR, increase S-LOC 2 Cat D visibility to RVR 5000.
When local altimeter setting not received, use Jefferson City altimeter setting and increase all DA/MDA 80 feet and increase S-LOC 2 Cat C visibility to 4000 feet.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.
VDP NA when using Jefferson City altimeter setting.
For inoperative MALSR when using Jefferson City altimeter setting, increase S-ILS 2 all Cats visibility to 1 mile. DME required.

MALSR

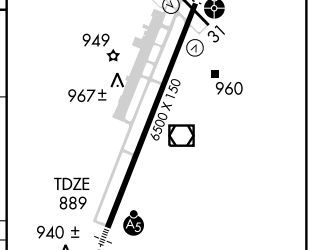
MISSED APPROACH: Climb to 2700 via I-COU north course to BOVEN/I-COU 5.5 DME and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER * | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | *1089/24 200 (200-½) | | | |
| S-LOC 2 | 1220/24 331 (400-½) | | | 1220/40 331 (400-¾) |
| CIRCLING | 1300-1 411 (500-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |



COLUMBIA, MISSOURI

AL-5595 (FAA)

# LOC/DME BC RWY 20

COLUMBIA RGNL (COU)

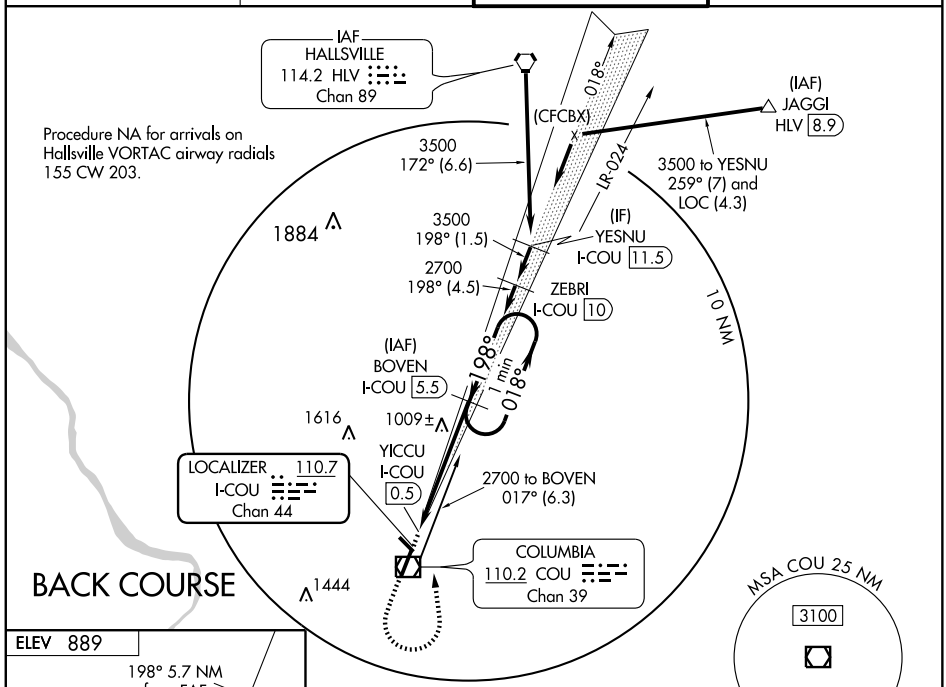
| LOC/DME I-COU | APP CRS | Rwy ldg | 6500 |
|---|---|---|---|
| 110.7 | 198° | TDZE | 889 |
| Chan 44 | | Apt Elev | 889 |

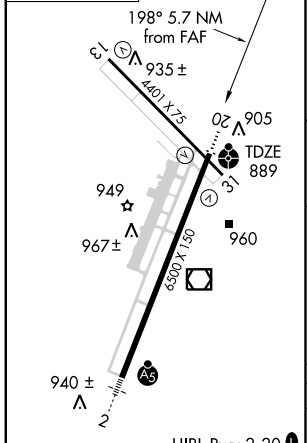
When local altimeter setting not received, use Jefferson City altimeter setting and increase all MDA 80 feet and increase visibility S-LOC 20 Cat C ½ mile and Cat D ¼ mile.

ODALS

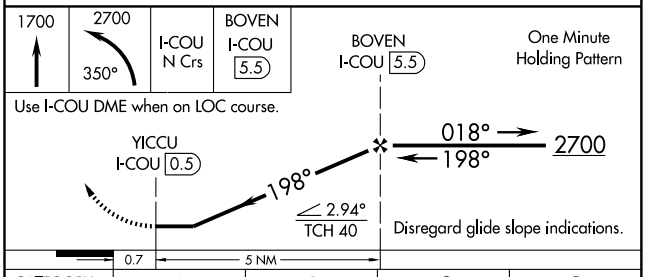
MISSED APPROACH: Climb to 1700 then climbing left turn to 2700 via heading 350° and I-COU north course to BOVEN/I-COU 5.5 DME and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1260-¾ 371 (400-¾) | | | 1260-1¼ 371 (400-1¼) |
| CIRCLING | 1300-1 411 (500-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 77599 W02A | APP CRS 018° | Rwy ldg 6500<br>TDZE 889<br>Apt Elev 889 |
|---|---|---|

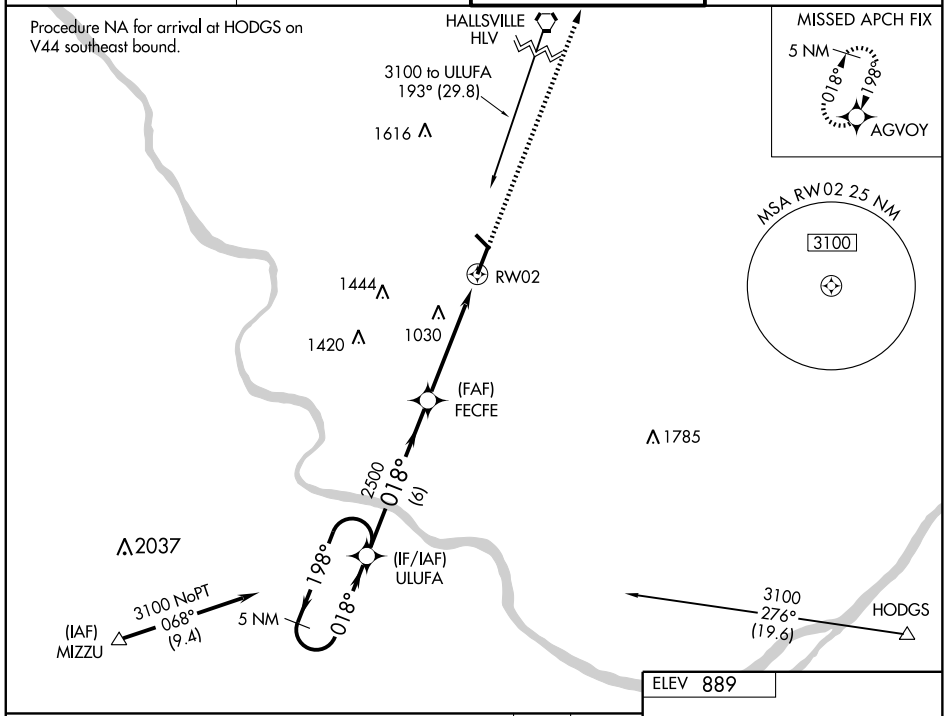
# RNAV (GPS) RWY 2
## COLUMBIA RGNL (COU)

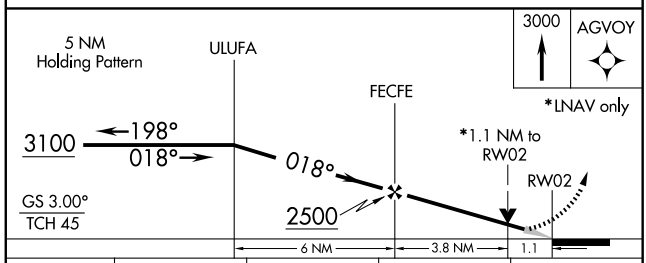
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16°C (3°F).
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000.

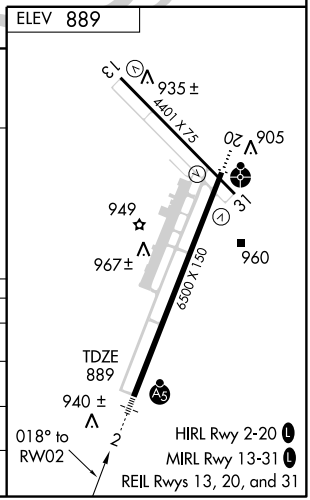
MALSR

MISSED APPROACH: Climb to 3000 direct AGVOY and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER * | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1139/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1190/24 301 (400-½) | | | 1190/40 301 (400-¾) |
| LNAV MDA | 1280/24 391 (400-½) | | | 1280/50 391 (400-1) |
| CIRCLING | 1280-1 391 (400-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |

COLUMBIA, MISSOURI

AL-5595 (FAA)

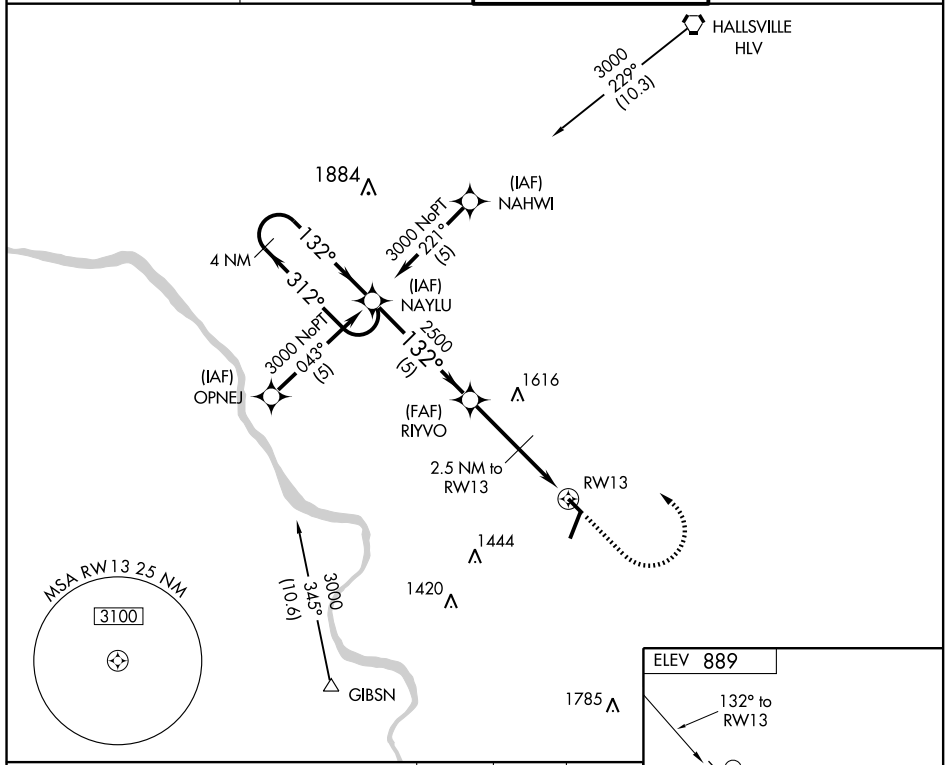
| APP CRS | Rwy ldg | 4401 |
|---|---|---|
| 132° | TDZE | 888 |
| | Apt Elev | 889 |

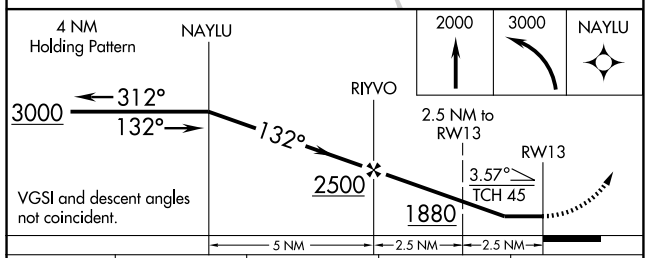
# RNAV (GPS) RWY 13
## COLUMBIA RGNL (COU)

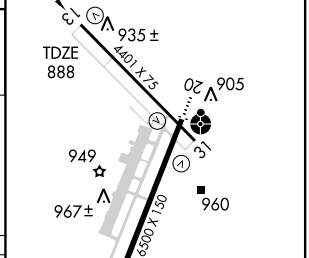
GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct NAYLU WP and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1200-1 312 (400-1) | | | |
| CIRCLING | 1300-1 411 (500-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½ ) | 1440-2 551 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

| WAAS CH 93599 W20A | APP CRS 198° | Rwy ldg 6500<br>TDZE 889<br>Apt Elev 889 |
|---|---|---|

# RNAV (GPS) RWY 20
## COLUMBIA RGNL (COU)

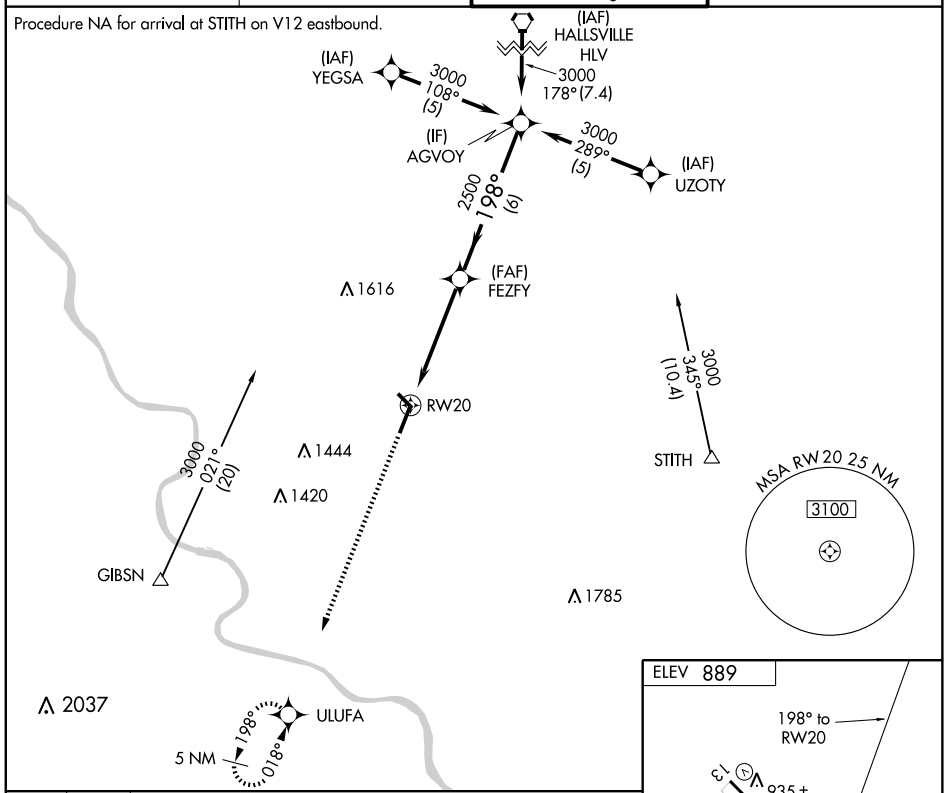
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (3°F).
Inoperative table does not apply to LPV.

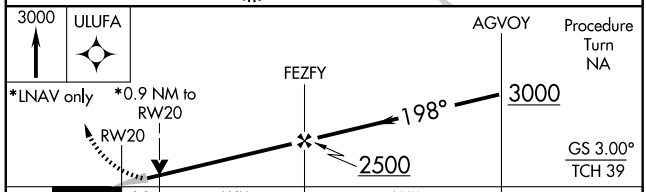
ODALS

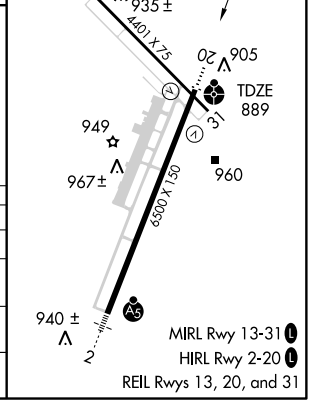
MISSED APPROACH: Climb to 3000 direct ULUFA and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |

Procedure NA for arrival at STITH on V12 eastbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1139-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1185-¾ 296 (300-¾) | | | 1185-1 296 (300-1) |
| LNAV MDA | 1220-¾ 331 (400-¾) | | | 1220-1 331 (400-1) |
| CIRCLING | 1280-1 391 (400-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

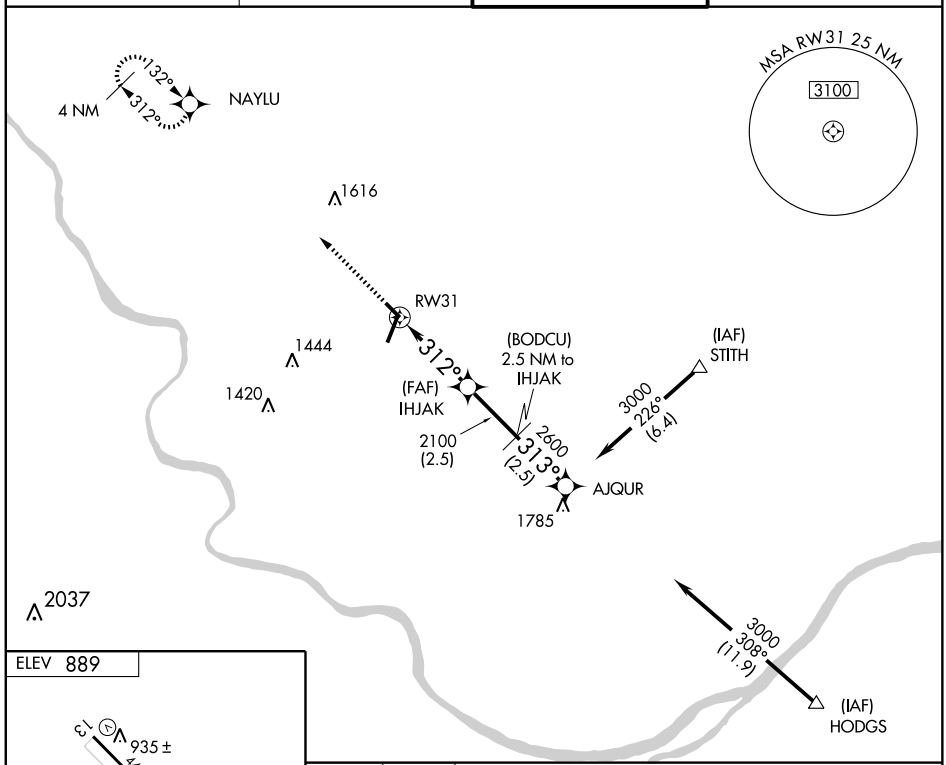
| APP CRS | Rwy ldg | 4401 |
|---|---|---|
| 312° | TDZE | 888 |
| | Apt Elev | 889 |

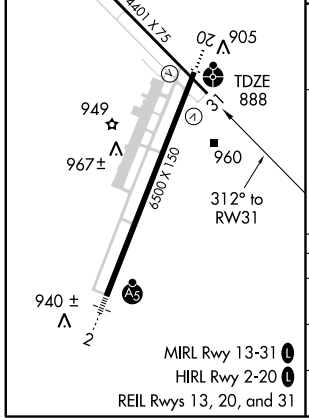
# RNAV (GPS) RWY 31
## COLUMBIA RGNL (COU)

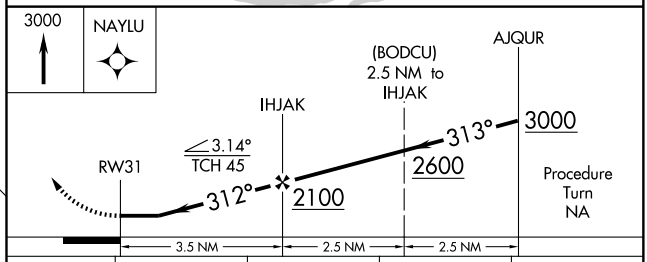
GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct NAYLU WP and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1220-1 332 (400-1) | | | |
| CIRCLING | 1300-1 411 (500-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |

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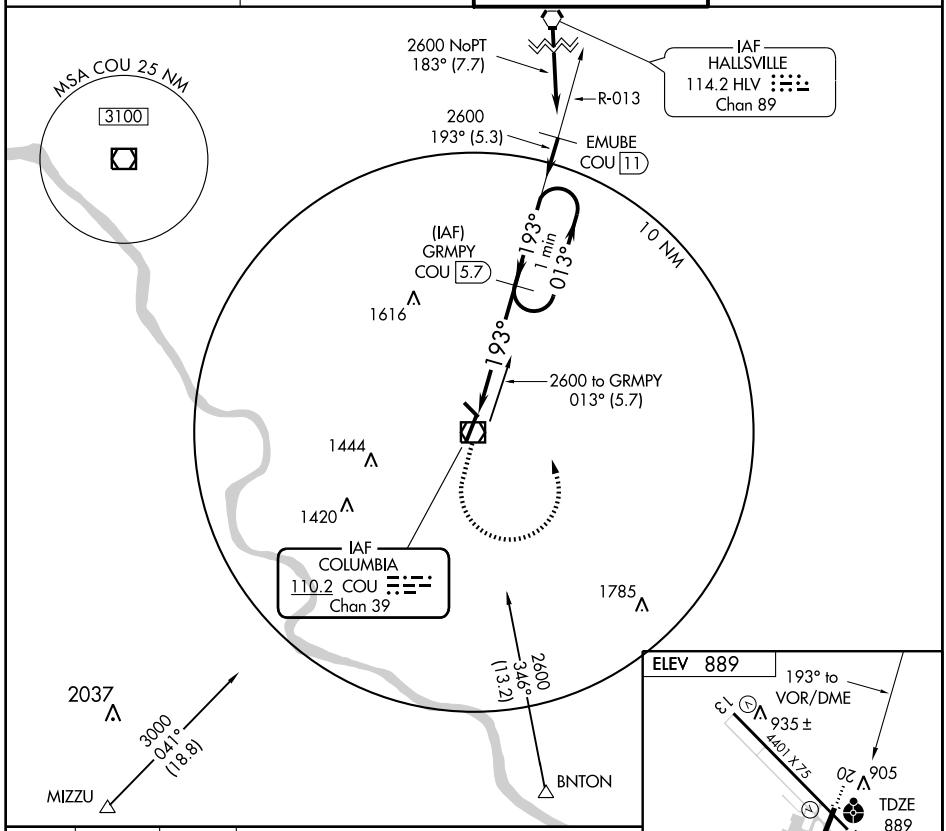
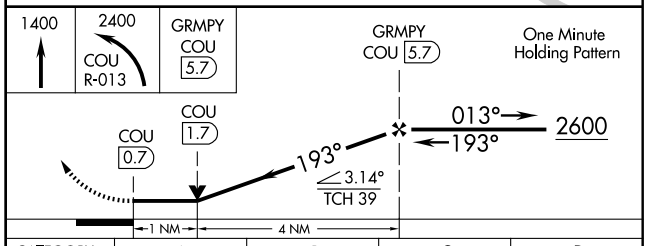
| VOR/DME COU 110.2 Chan 39 | APP CRS 193° | Rwy ldg 6500<br>TDZE 889<br>Apt Elev 889 |
|---|---|---|

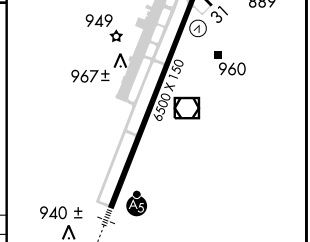
# VOR/DME RWY 20
## COLUMBIA RGNL (COU)

| ODALS | MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 via COU VOR/DME R-013 to GRMPY/5.7 DME and hold. |
|---|---|

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1260-¾ 371 (400-¾) | | | 1260-1¼ 371 (400-1¼ ) |
| CIRCLING | 1300-1 411 (500-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | 1440-2 551 (600-2) |

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31

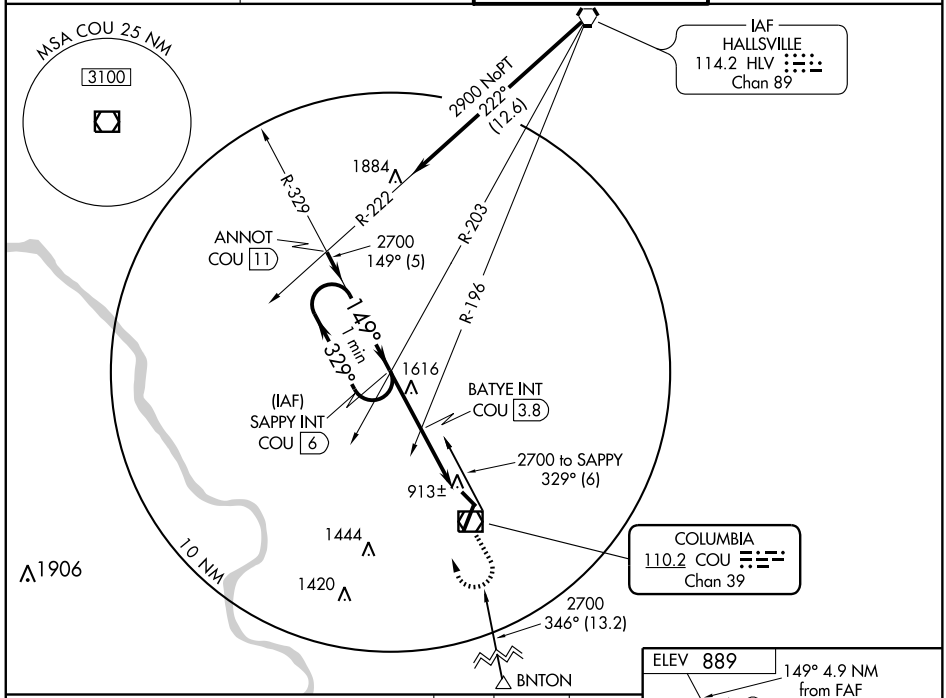
NC-3. 14 JAN 2010 to 11 FEB 2010

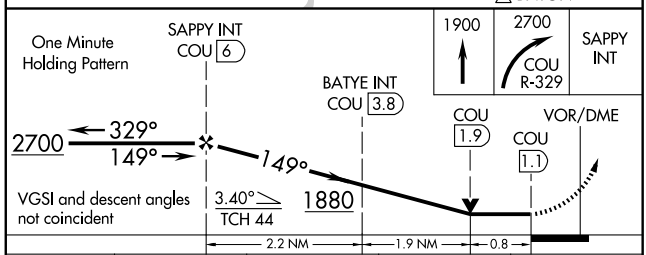
| VOR/DME COU 110.2 Chan 39 | APP CRS 149° | Rwy ldg 4401 TDZE 888 Apt Elev 889 |
|---|---|---|

# VOR RWY 13
## COLUMBIA RGNL (COU)

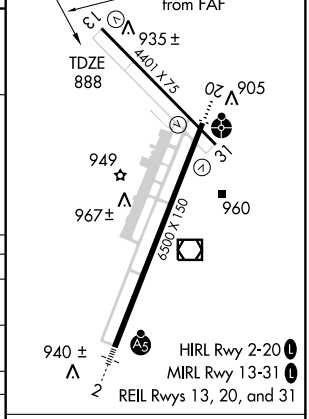
MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via COU VOR/DME R-329 to SAPPY INT and hold.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1880-1¼ 992 (1000-1¼) | 1880-1½ 992 (1000-1½) | 1880-3 992 (1000-3) | NA |
| CIRCLING | 1880-1¼ 991 (1000-1¼) | 1880-1½ 991 (1000-1½) | 1880-3 991 (1000-3) | NA |
| BATYE FIX MINIMUMS | | | | |
| S-13 | 1200-1 312 (400-1) | | | NA |
| CIRCLING | 1300-1 411 (500-1) | 1340-1 451 (500-1) | 1340-1½ 451 (500-1½) | NA |




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NC-3. 14 JAN 2010 to 11 FEB 2010

| VOR/DME COU | APP CRS | Rwy ldg | 6500 |
|---|---|---|---|
| 110.2 | 196° | TDZE | 889 |
| Chan 39 | | Apt Elev | 889 |

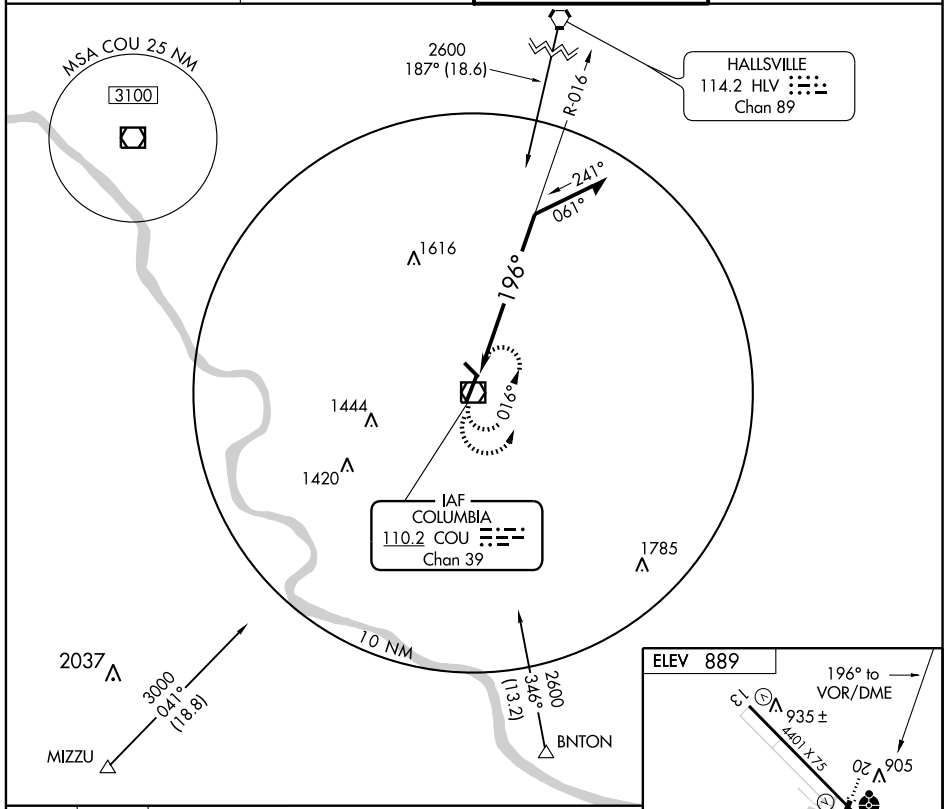
# VOR RWY 20
## COLUMBIA RGNL (COU)

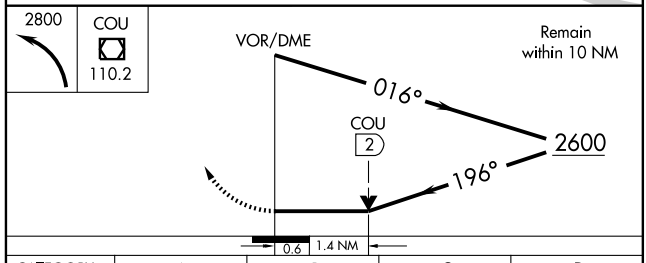
Inoperative table does not apply to Cat C.

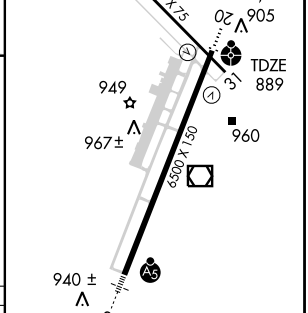
ODALS

MISSED APPROACH: Climbing left turn to 2800 in COU VOR/DME holding pattern.

| ATIS | MIZZU APP CON | COLUMBIA TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 | 124.375 353.7 | 119.3 (CTAF) L 363.25 | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1360-¾ 471 (500-¾) | | 1360-1¼ 471 (500-1¼) | |
| CIRCLING | 1360-1 471 (500-1) | | 1360-1½ 471 (500-1½) | 1440-2 551 (600-2) |

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31

NC-3, 14 JAN 2010 to 11 FEB 2010

| NDB UBX 380 | APP CRS 030° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1023 |
|---|---|---|

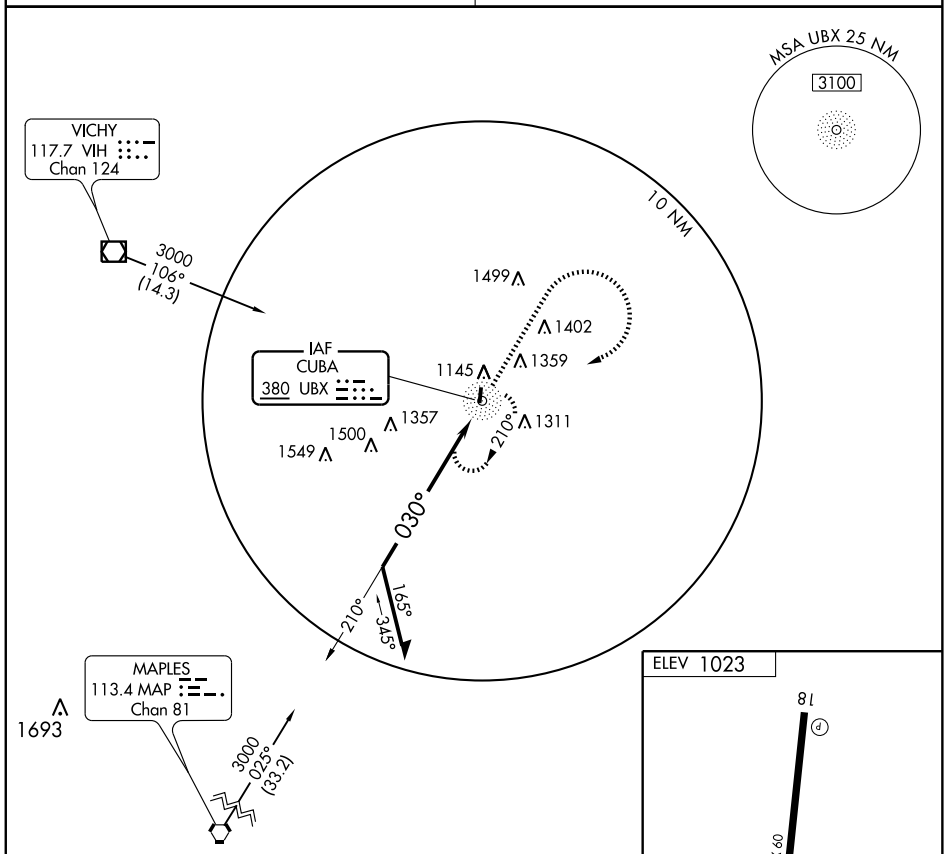
# NDB-A
## CUBA MUNI (UBX)

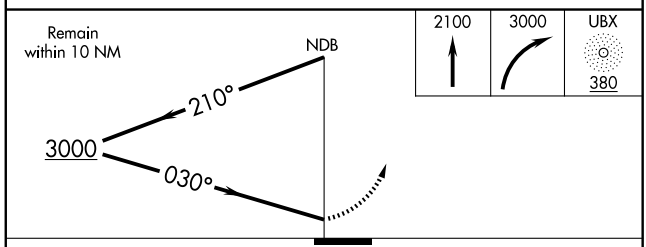
Use Rolla National altimeter setting.

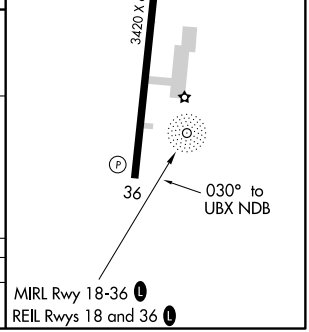
NA

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct UBX NDB and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 128.35 284.67 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1640-1 617 (700-1) | | NA | |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| Ch 62808 | 182° | TDZE | 304 |
| W18A | | Apt Elev | 304 |

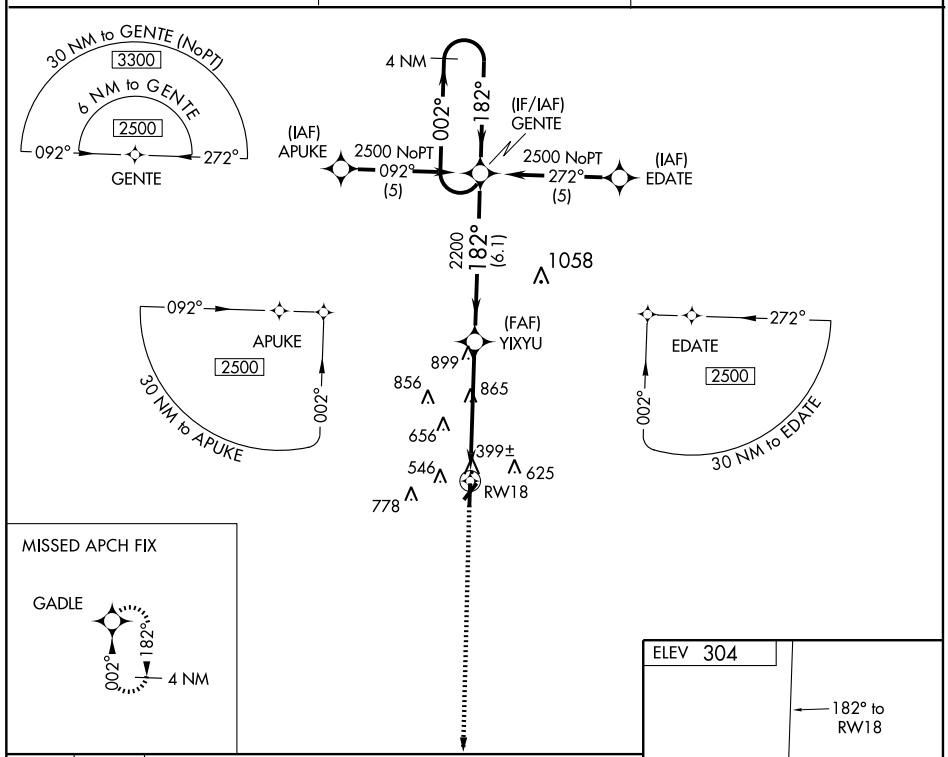
# RNAV (GPS) RWY 18
## DEXTER MUNI (DXE)

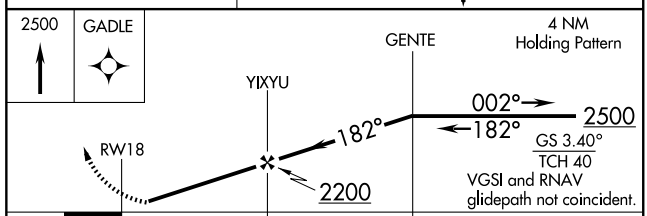
T NA

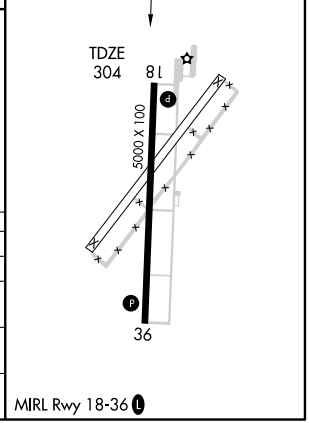
BARO-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct GADLE and hold.

| POPLAR BLUFF ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 724-1¼ 420 (500-1¼) | | | NA |
| LNAV/VNAV DA | 854-1¾ 550 (600-1¾) | | | NA |
| LNAV MDA | 1200-1¼ 896 (900-1¼) | | 1200-2¾ 896 (900-2¾) | NA |
| CIRCLING | 1200-1¼ 896 (900-1¼) | | 1200-2¾ 896 (900-2¾) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch 50507 W36A | APP CRS 002° | Rwy ldg 5000<br>TDZE 298<br>Apt Elev 304 |
|---|---|---|

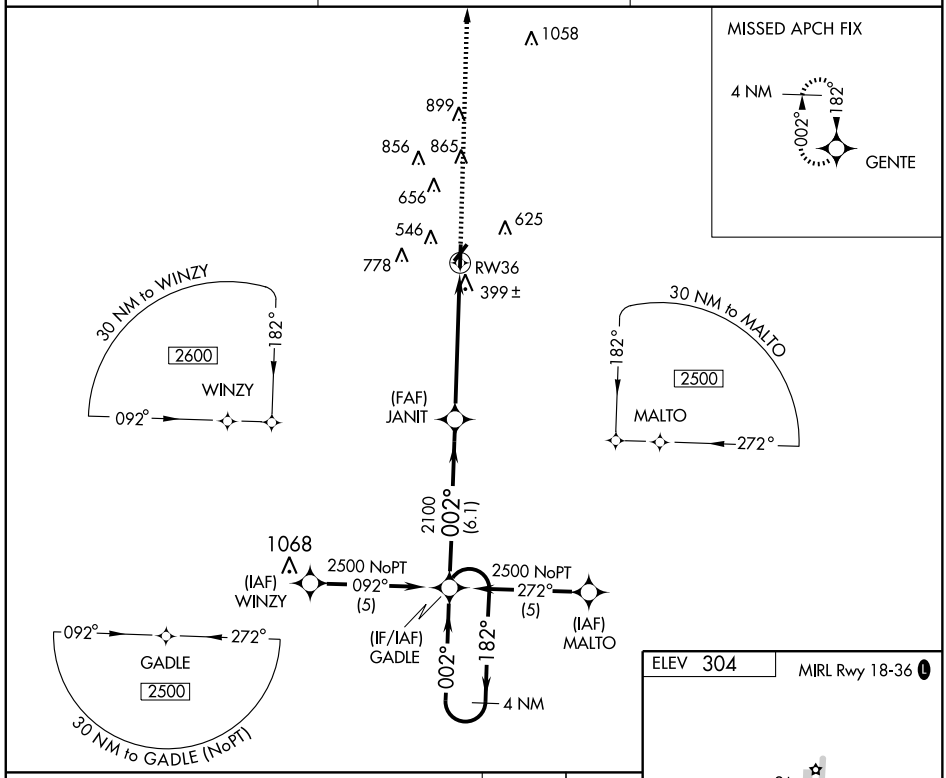
# RNAV (GPS) RWY 36
## DEXTER MUNI (DXE)

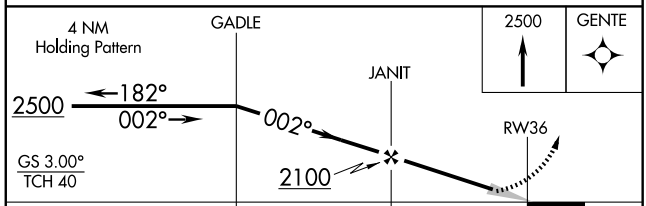
T NA

Baro-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats, increase all MDA 40 feet and LNAV and Circling Cats C/D visibility ¼ mile.

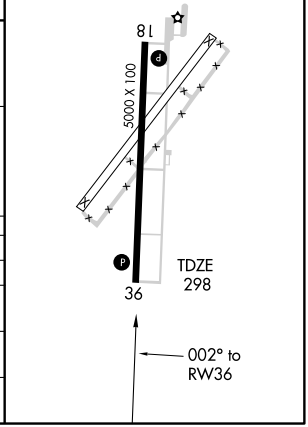
MISSED APPROACH: Climb to 2500 direct GENTE and hold.

| POPLAR BLUFF ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 133.65 292.15 | 122.8 (CTAF) L |




ELEV 304 MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 595-1 297 (300-1) | | | |
| LNAV/VNAV DA | 795-1¾ 497 (500-1¾) | | | |
| LNAV MDA | 880-1 582 (600-1) | | 880-1½ 582 (600-1½) | 880-1¾ 582 (600-1¾) |
| CIRCLING | 960-1 656 (700-1) | | 1040-2 736 (800-2) | 1180-2¾ 876 (900-2¾) |

NC-3, 14 JAN 2010 to 11 FEB 2010

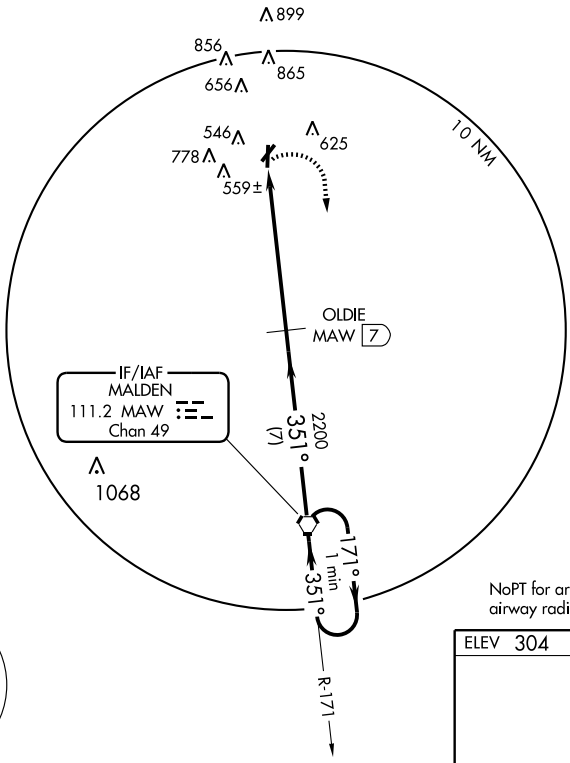
| VORTAC MAW | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 111.2 | 351° | TDZE | 298 |
| Chan 49 | | Apt Elev | 304 |

# VOR/DME RWY 36
## DEXTER MUNI (DXE)

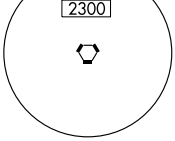
T NA Use Poplar Bluff altimeter setting, when not received, use Cape Girardeau Rgnl altimeter setting and increase all MDA 40 feet and circling Cat C/D visibility ¼ mile.

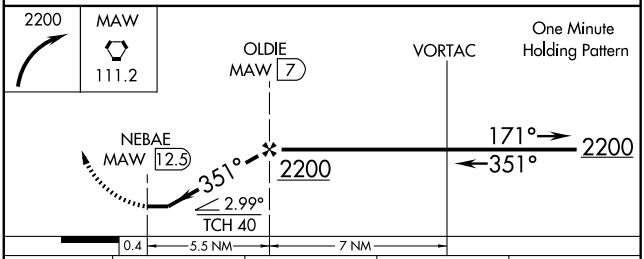
MISSED APPROACH: Climbing right turn to 2200 direct MAW VORTAC and hold.

| POPLAR BLUFF ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 133.65 292.15 | 122.8 (CTAF) L |

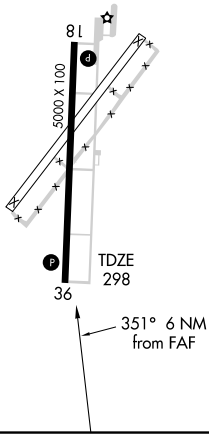



NoPT for arrival on MAW VORTAC airway radials 059 clockwise 239.




ELEV 304 MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 920-1 | 622 (700-1) | 920-1¾<br>622 (700-1¾) | 920-2<br>622 (700-2) |
| CIRCLING | 960-1 | 656 (700-1) | 1040-2<br>736 (800-2) | 1180-2¾<br>876 (900-2¾) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC ANX | APP CRS | Rwy ldg | 2000 |
|---|---|---|---|
| 114.0 | 161° | TDZE | 998 |
| Chan 87 | | Apt Elev | 998 |

# VOR or GPS RWY 19

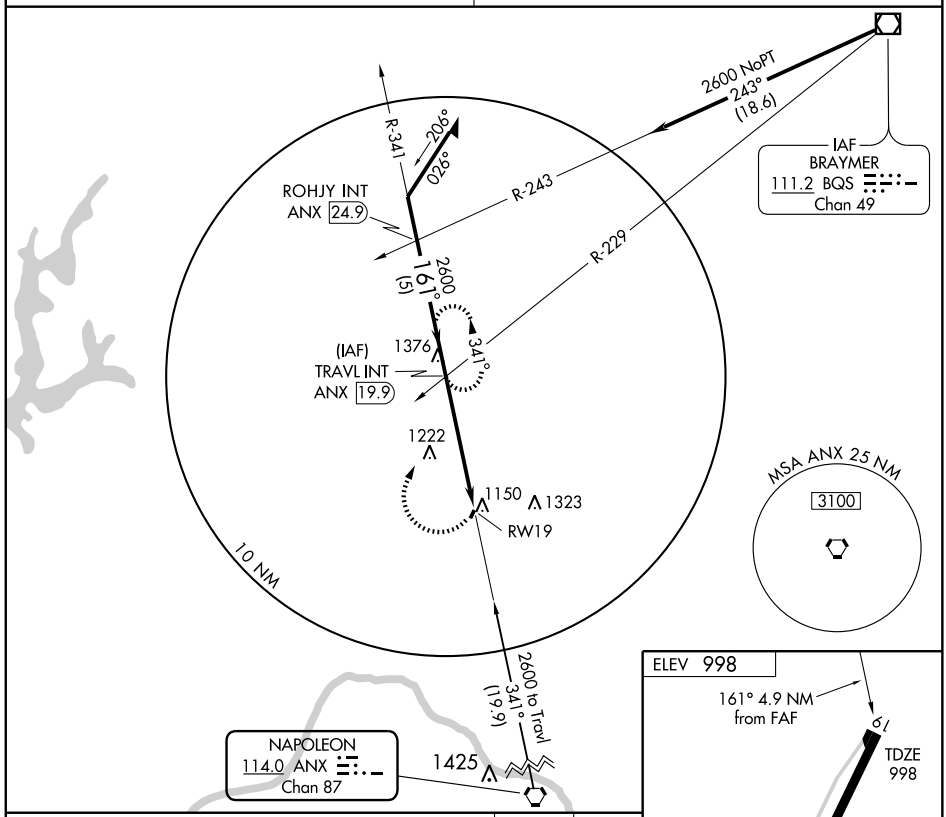
## EXCELSIOR SPRINGS MEMORIAL (3EX)

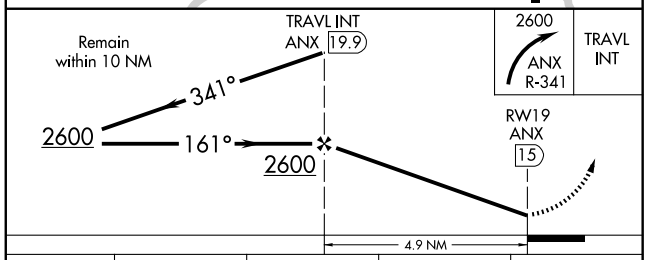
Use Charles B. Wheeler Downtown altimeter setting.

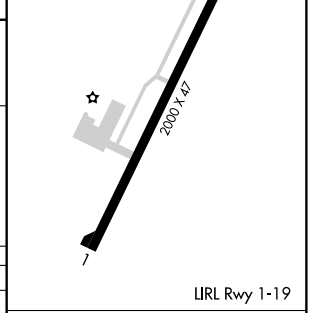
NA

MISSED APPROACH: Climbing right turn to 2600 via ANX R-341 to TRAVL INT and hold.

| KANSAS CITY APP CON | UNICOM |
|---|---|
| 118.4 294.7 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1620-1 | 622 (700-1) | NA | |
| CIRCLING | 1620-1 | 622 (700-1) | NA | |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NC-3, 14 JAN 2010 to 11 FEB 2010

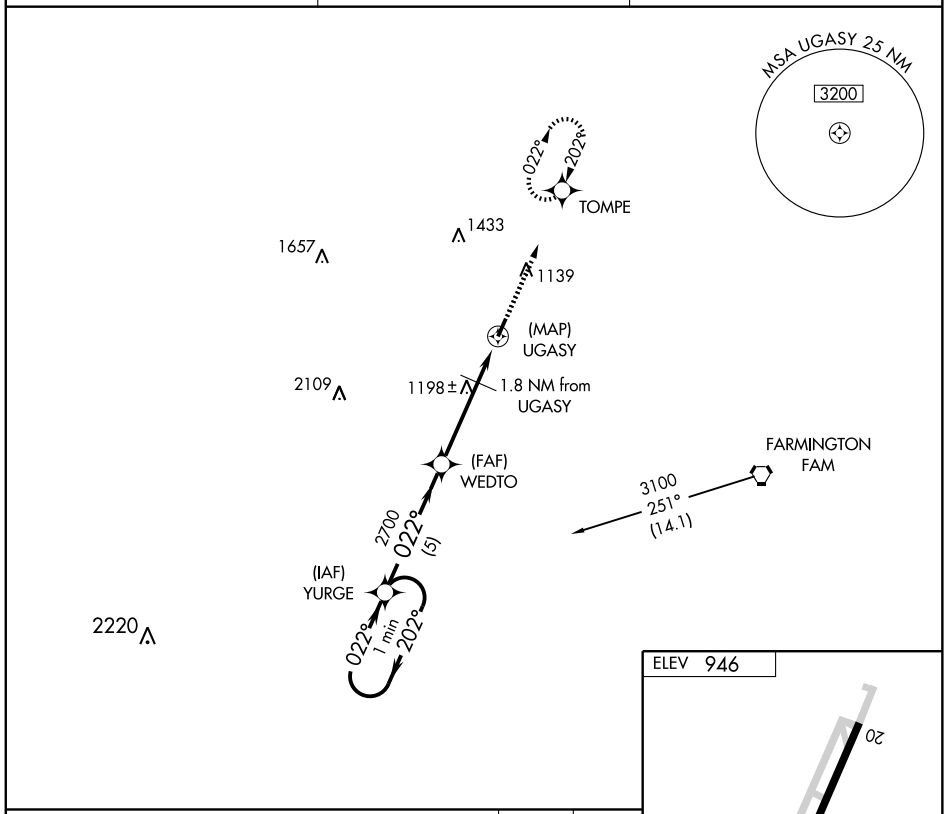
| APP CRS | Rwy ldg | 3999 |
|---|---|---|
| 022° | TDZE | 946 |
| | Apt Elev | 946 |

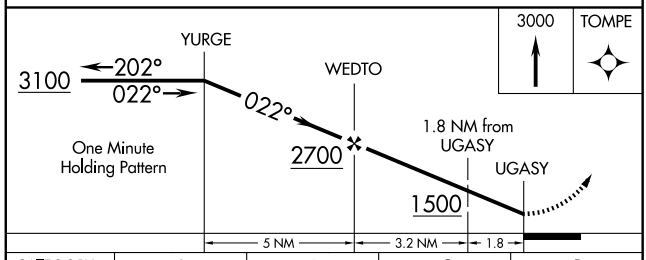
# GPS RWY 2
## FARMINGTON RGNL (FAM)

NA

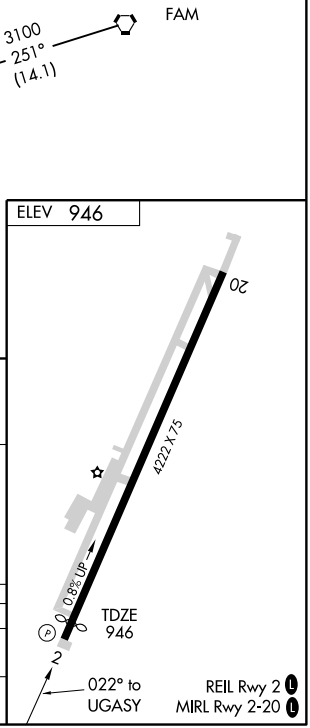
MISSED APPROACH: Climb to 3000 direct TOMPE WP and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.47 291.7 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1300-1 354 (400-1) | | NA | |
| CIRCLING | 1440-1 494 (500-1) | | NA | |




NC-3, 14 JAN 2010 to 11 FEB 2010

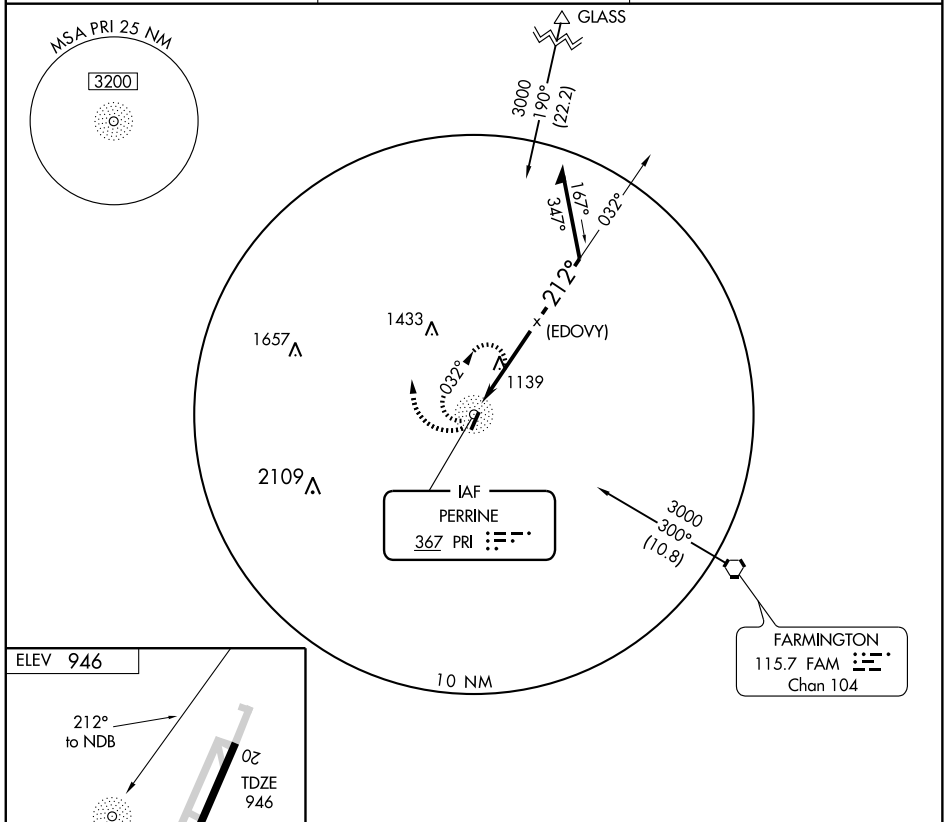
| NDB PRI | APP CRS | Rwy ldg | 4222 |
|---|---|---|---|
| 367 | 212° | TDZE | 946 |
| | | Apt Elev | 946 |

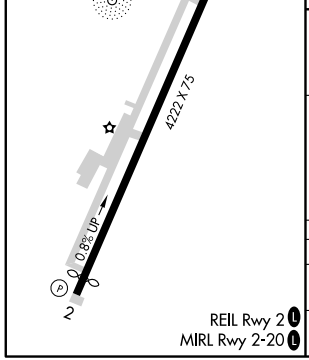
# NDB or GPS RWY 20
## FARMINGTON RGNL (FAM)

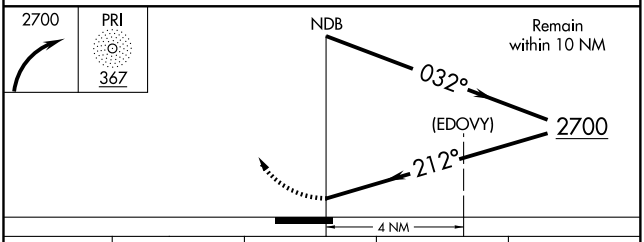
NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.47 291.7 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1740-1<br>794 (800-1) | 1740-1¼<br>794 (800-1¼) | NA | |
| CIRCLING | 1740-1<br>794 (800-1) | 1740-1¼<br>794 (800-1¼) | NA | |

NC-3, 14 JAN 2010 to 11 FEB 2010

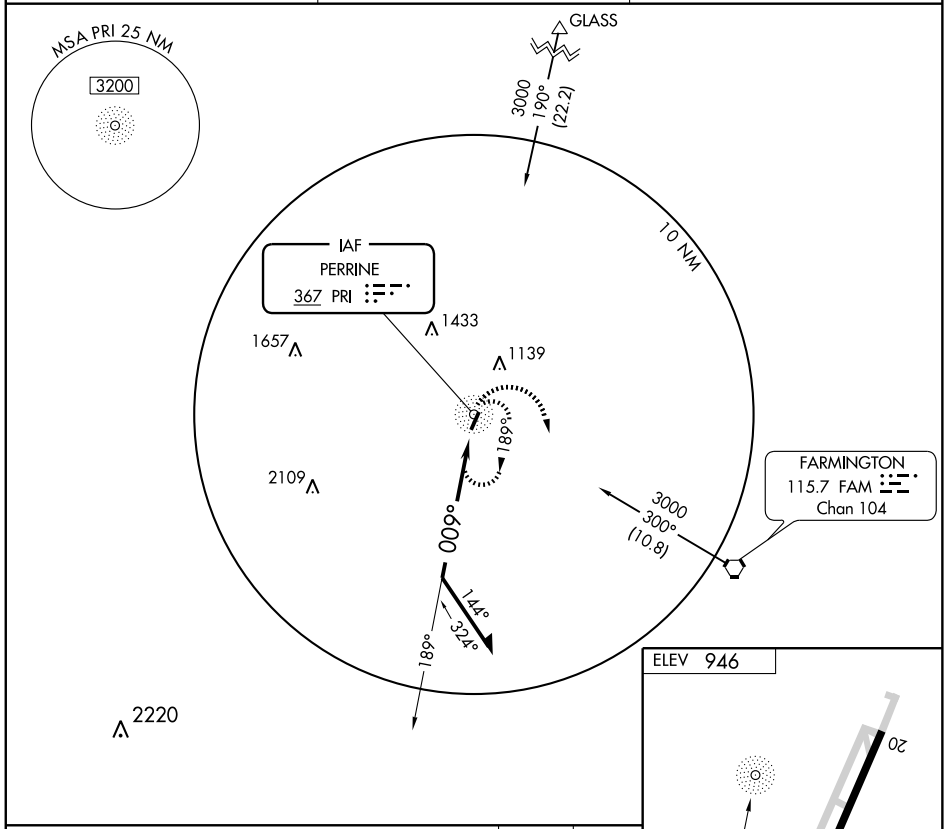
| NDB PRI | APP CRS | Rwy ldg | 3999 |
|---|---|---|---|
| 367 | 009° | TDZE | 946 |
| | | Apt Elev | 946 |

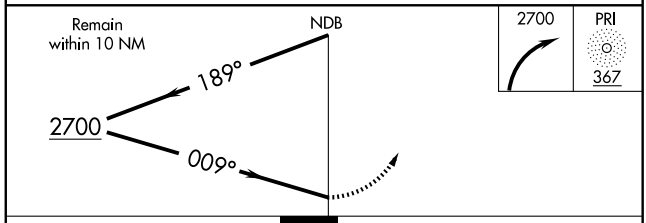
# NDB RWY 2
## FARMINGTON RGNL (FAM)

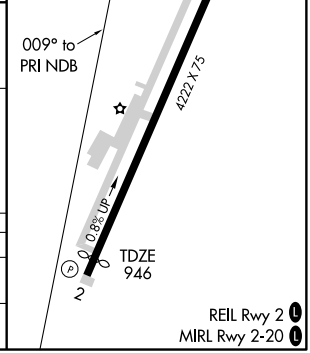
NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.47 291.7 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 2000-1¼<br>1054 (1100-1¼) | 2000-1½<br>1054 (1100-1½) | NA | |
| CIRCLING | 2000-1¼<br>1054 (1100-1¼) | 2000-1½<br>1054 (1100-1½) | NA | |

NC-3, 14 JAN 2010 to 11 FEB 2010

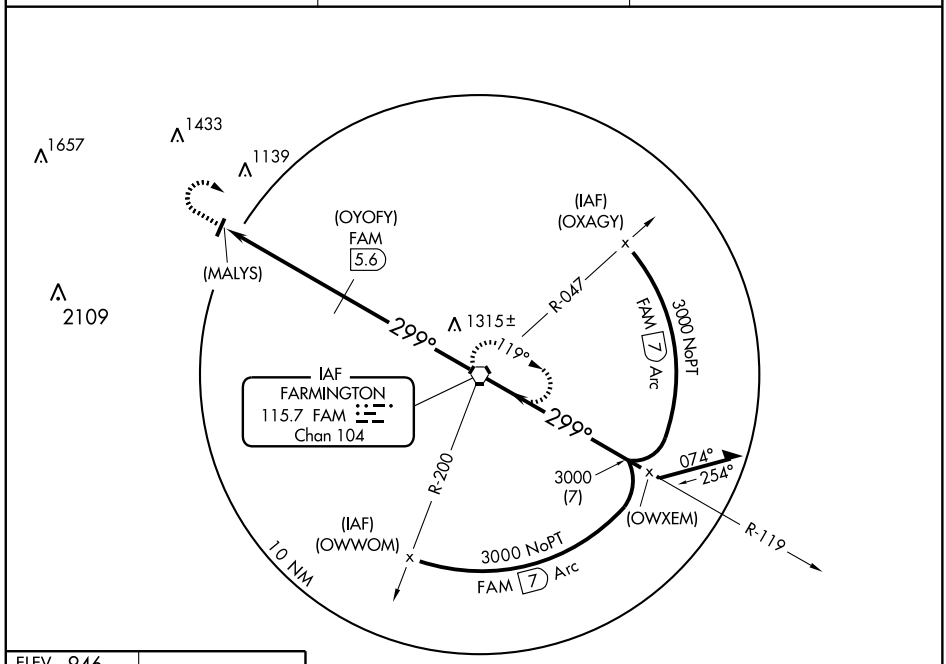
| VORTAC FAM 115.7 Chan 104 | APP CRS 299° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 946 |
|---|---|---|

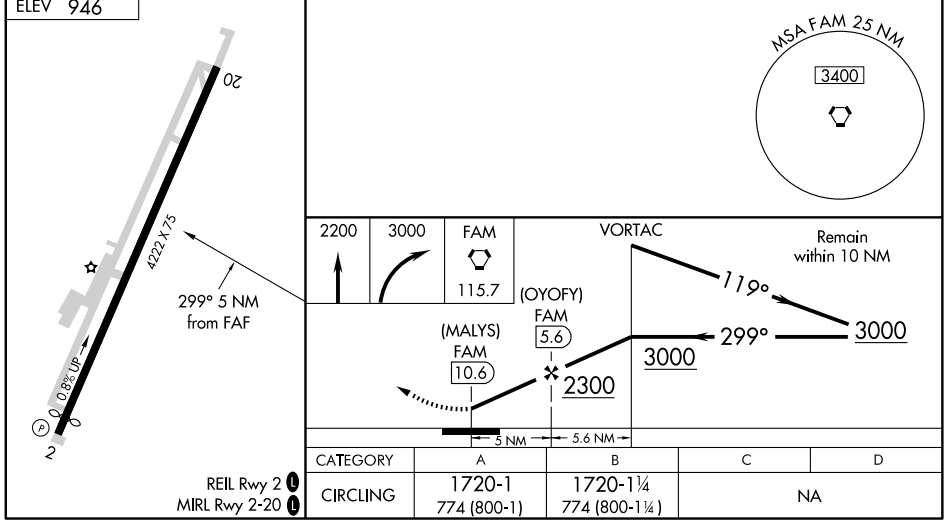
# VOR/DME or GPS-A
## FARMINGTON RGNL (FAM)

NA

MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct FAM VORTAC and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.47 291.7 | 122.8 (CTAF) |




REIL Rwy 2
MIRL Rwy 2-20

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1720-1<br>774 (800-1) | 1720-1¼<br>774 (800-1¼) | NA | |

| NDB FES 269 | APP CRS 357° | Rwy ldg 2202<br>TDZE 431<br>Apt Elev 433 |
|---|---|---|

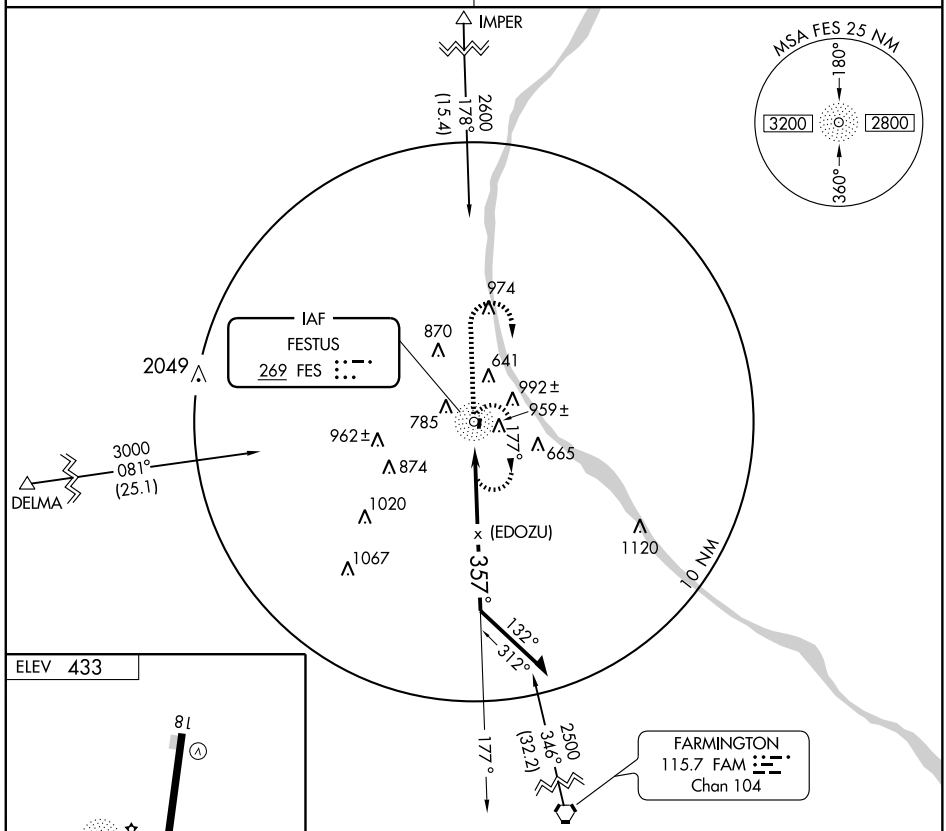
# NDB or GPS RWY 36
## FESTUS MEMORIAL (FES)

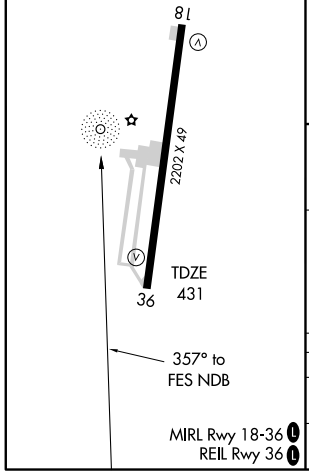
NA

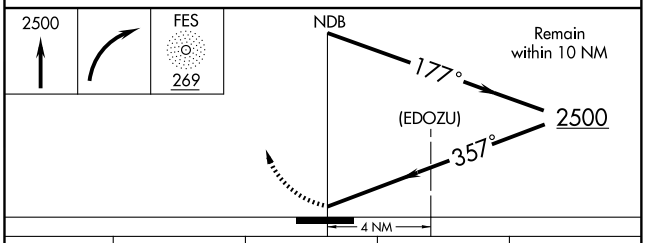
Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct FES NDB and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 128.35 284.67 | 122.7 (CTAF) L |



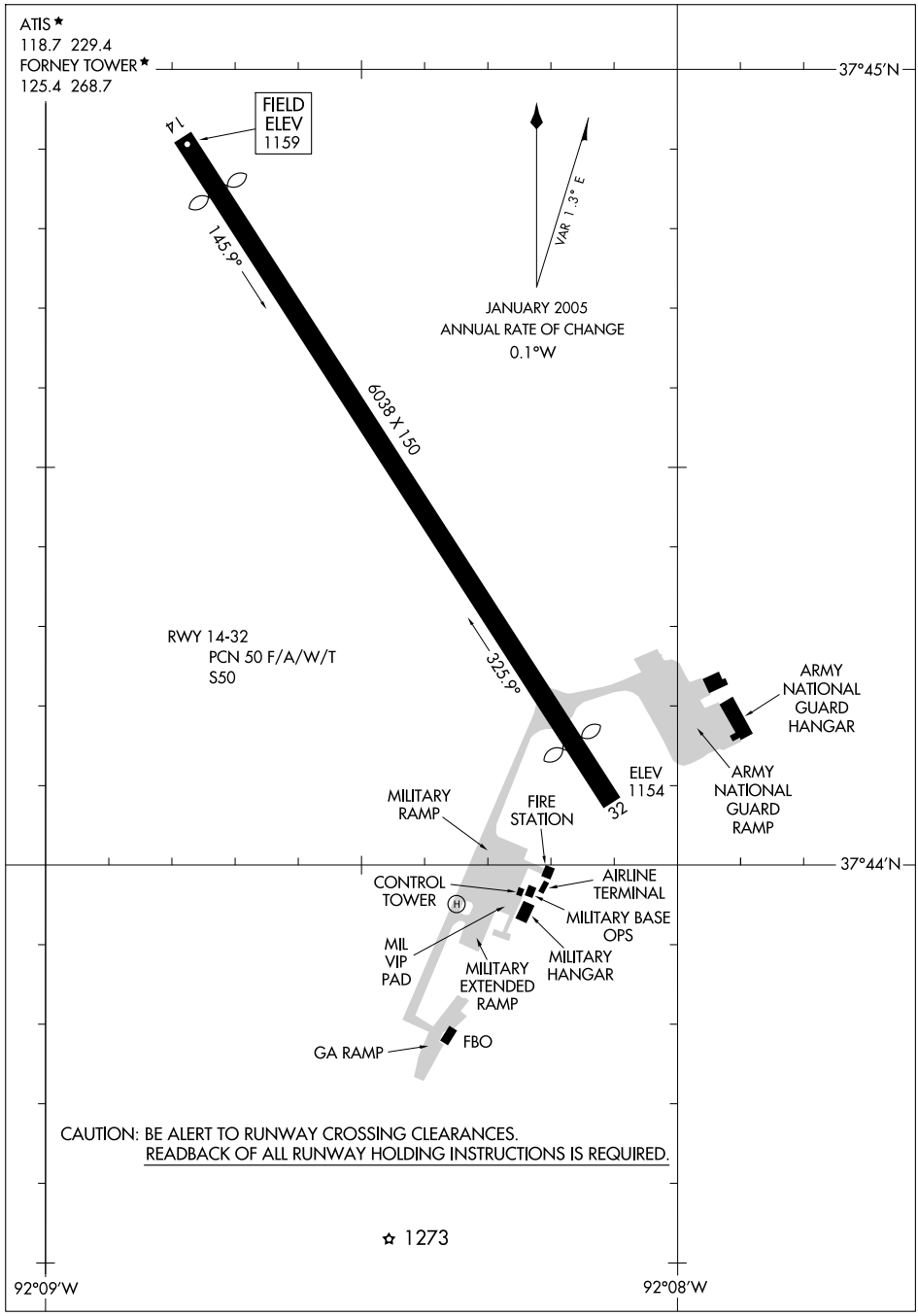

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1520-1¼<br>1089 (1100-1¼) | 1520-1½<br>1089 (1100-1½) | NA | |
| CIRCLING | 1520-1¼<br>1087 (1100-1¼) | 1520-1½<br>1087 (1100-1½) | NA | |

# AIRPORT DIAGRAM

FT. LEONARD WOOD/WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

AL-5093 (FAA)

FT. LEONARD WOOD, MISSOURI



| LOC/DME I-TBN | APP CRS | Rwy ldg | 5537 |
|---|---|---|---|
| 110.9 | 144° | TDZE | 1158 |
| Chan 46 | | Apt Elev | 1159 |

# ILS or LOC RWY 14

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

When local altimeter setting not received, use Rolla/Vichy altimeter setting.
VDP NA when using Rolla/Vichy altimeter setting.
For inoperative MALSR, increase S-LOC-14 Cat. D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via TBN R-324 to PIMEW Int and hold.

| ATIS★ | KANSAS CITY CENTER | FORNEY TOWER★ |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |

Transition to PIMEW INT requires use of SHY R-111 and VIH R-237.
Transition to GIJOE INT requires use of TBN R-323 and VIH R-224.

3000 NoPT 111° (16.9)
IAF SUNSHINE 108.4 SHY Chan 21
3000 224° (30.9)
VICHY 117.7 VIH Chan 124
324° R-324 144° 324° 189° 009° R-237 R-224
(IF) PIMEW INT I-TBN 13
3000 144° (6.7)
R-323 1341
(IAF) GIJOE OM I-TBN 6.3
3000 to GIJOE 323° (5.8)
144° 1349 1219± 1320 1271
FORNEY 110.0 TBN
R-4501H
1730
LOCALIZER 110.9 I-TBN Chan 46
MSA TBN 25 NM 2900
10 NM
R-4501F
BUCKHORN 391 BHN
R-4501B
R-4501A
R-44501E
R-4501C,D
CANNON A MOA
LINDBERGH A MOA

ELEV 1159
HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L
1208±
TDZE 1158
144° 5.3 NM from FAF
6038 X 150
1249
14
32
1250
1273

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

Remain within 10 NM
GIJOE OM I-TBN 6.3
324°
2931
3000
144°
3000
I-TBN 1.8
I-TBN 1
GS 3.00°
TCH 49
4.5 NM
0.8

| 1700 | 3000 | PIMEW INT |
|---|---|---|
| | TBN R-324 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 1358-½ 200 (200-½) | | | |
| S-LOC 14 | 1480-½ 322 (400-½) | | | 1480-¾ 322 (400-¾) |
| CIRCLING | 1580-1 421 (500-1) | 1620-1 461 (500-1) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |
| ROLLA/VICHY ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 14 | 1427-½ 269 (300-½) | | | |
| S-LOC 14 | 1540-½ 382 (400-½) | | | 1540-¾ 382 (400-¾) |
| CIRCLING | 1660-1 501 (600-1) | | 1720-1½ 561 (600-1½) | 1720-2 561 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| NDB BHN | APP CRS | Rwy ldg | 5537 |
|---|---|---|---|
| 391 | 143° | TDZE | 1158 |
| | | Apt Elev | 1159 |

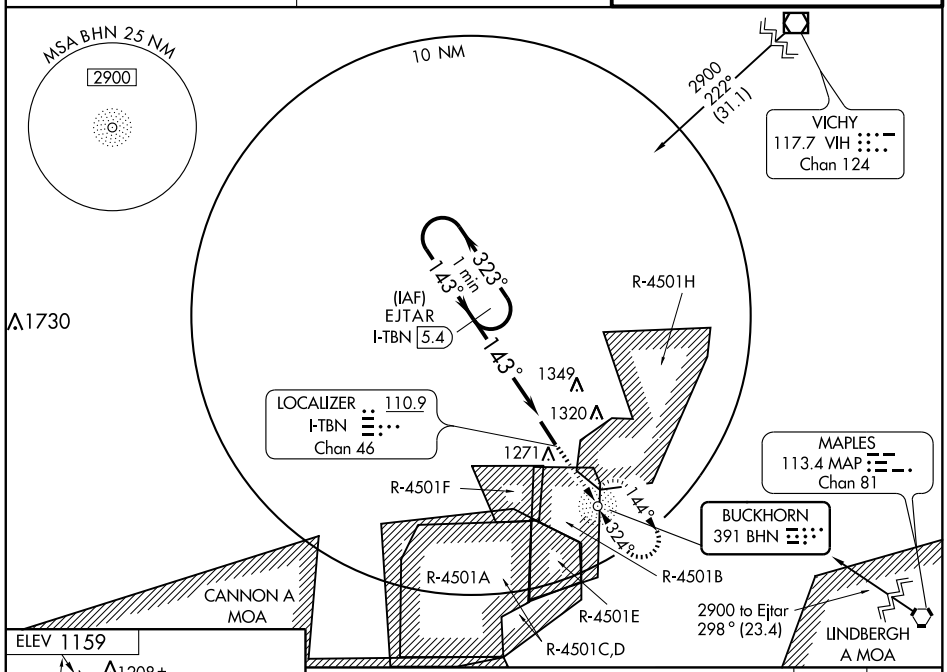
# FT. LEONARD WOOD/ WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN) NDB/DME RWY 14

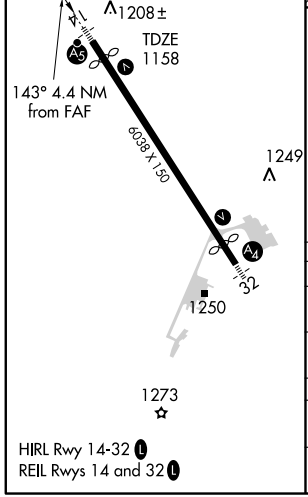
NA When Forney control tower closed, use Rolla National altimeter setting.
Procedure not authorized when R-4501B or H in use.
Simultaneous reception of I-TBN DME and BHN NDB required.
Inoperative table does not apply.

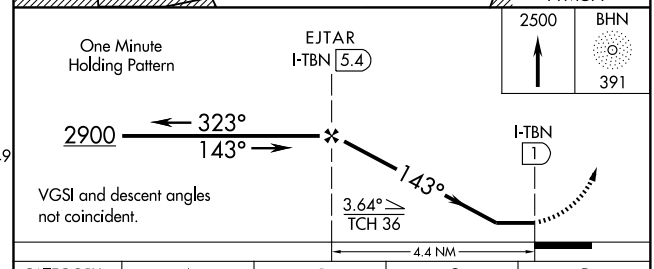
MALSR

MISSED APPROACH: Climb to 2500 direct BHN NDB and hold.

| ATIS★ | KANSAS CITY CENTER | FORNEY TOWER★ |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1600-1 | 442 (500-1) | 1600-1¼ 442 (500-1¼) | NA |
| CIRCLING | 1600-1 441 (500-1) | 1620-1 461 (500-1) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |
| ROLLA NATIONAL ALTIMETER SETTING | | | | |
| S-14 | 1680-1 | 522 (600-1) | 1680-1½ 522 (600-1½) | NA |
| CIRCLING | 1680-1 | 521 (600-1) | 1720-1½ 561 (600-1½) | 1720-2 561 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| NDB BHN | APP CRS | Rwy ldg | 5512 |
|---|---|---|---|
| 391 | 324° | TDZE | 1153 |
| | | Apt Elev | 1159 |

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

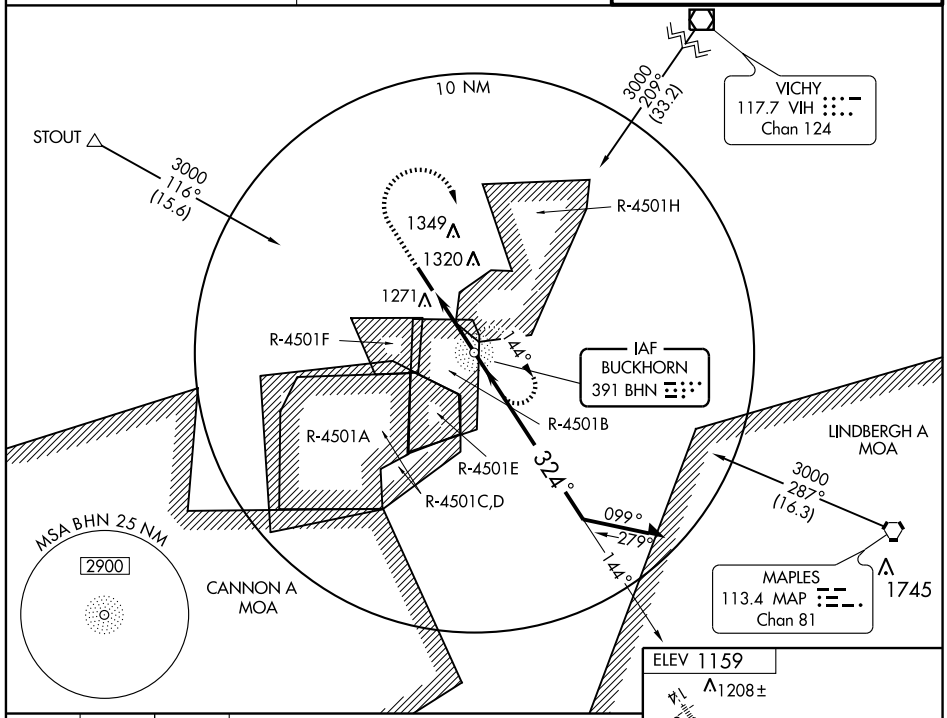
# NDB RWY 32

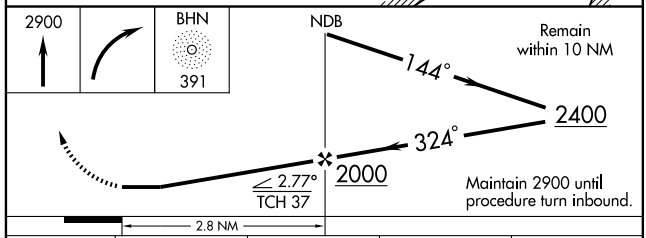
When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

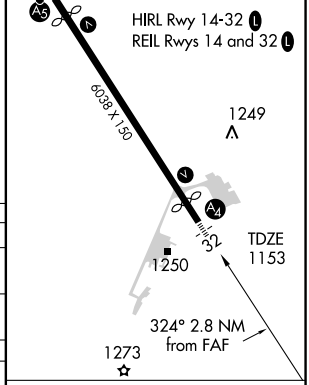
MALS A4

MISSED APPROACH: Climb to 2900 then right turn direct BHN NDB and hold.

| ATIS ★ | KANSAS CITY CENTER | FORNEY TOWER ★ |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1580-1 427 (500-1) | | 1580-1¼ 427 (500-1¼) | 1580-1½ 427 (500-1½) |
| CIRCLING | 1580-1 421 (500-1) | 1620-1 461 (500-1) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |
| ROLLA NATIONAL ALTIMETER SETTING | | | | |
| S-32 | 1660-1 507 (600-1) | | 1660-1½ 507 (600-1½) | |
| CIRCLING | 1660-1 501 (600-1) | | 1720-1½ 561 (600-1½) | 1720-2 561 (600-2) |

FAF to MAP 2.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:48 | 1:52 | 1:24 | 1:07 | 0:56 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS Chan 53499 W14A | APP CRS 144° | Rwy ldg 5537 TDZE 1158 Apt Elev 1159 |
|---|---|---|

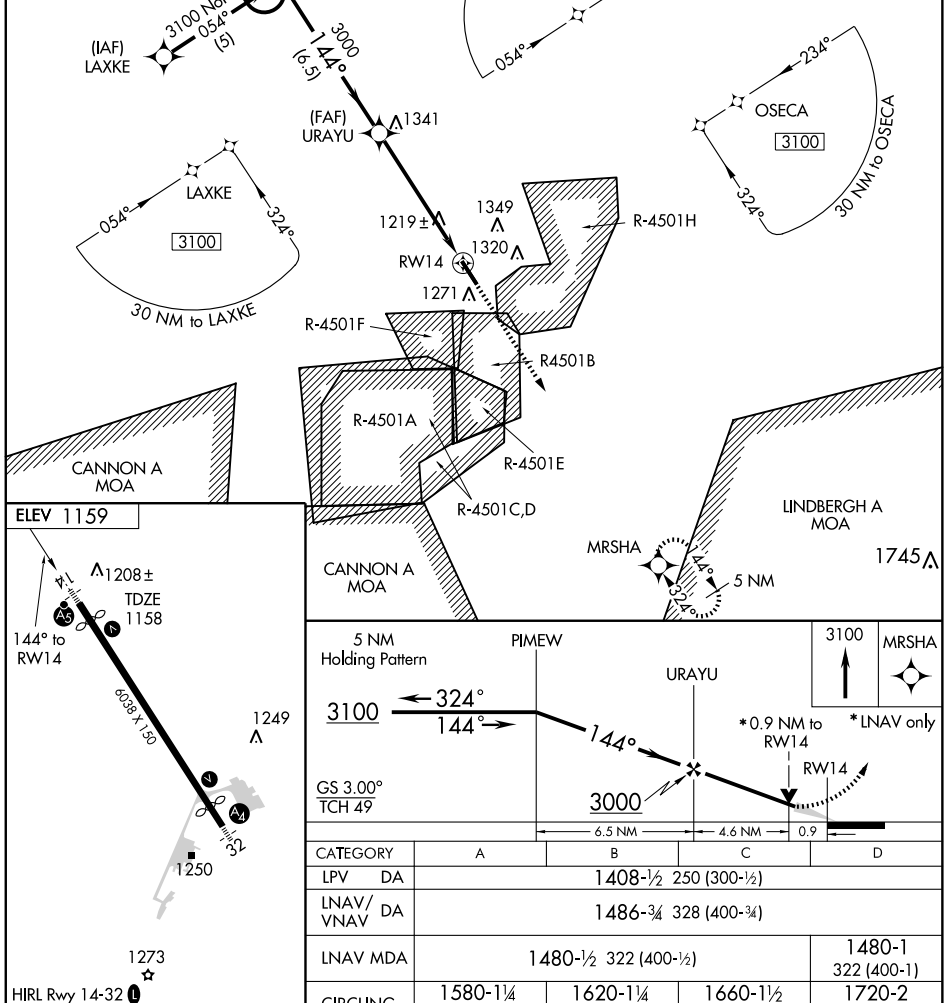
# FT. LEONARD WOOD/ WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN) RNAV (GPS) RWY 14

DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80' and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats. Inoperative table does not apply to LNAV Cat. D.

MALSR A5

MISSED APPROACH: Climb to 3100 direct MRSHA and hold.

| ATIS* | KANSAS CITY CENTER | FORNEY TOWER* |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1408-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1486-¾ 328 (400-¾) | | | |
| LNAV MDA | 1480-½ 322 (400-½) | | | 1480-1 322 (400-1) |
| CIRCLING | 1580-1¼ 421 (500-1¼) | 1620-1¼ 461 (500-1¼) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |

NC-3. 14 JAN 2010 to 11 FEB 2010

| WAAS Chan **99499** W32A | APP CRS **324°** | Rwy ldg **5512** TDZE **1153** Apt Elev **1159** |
|---|---|---|

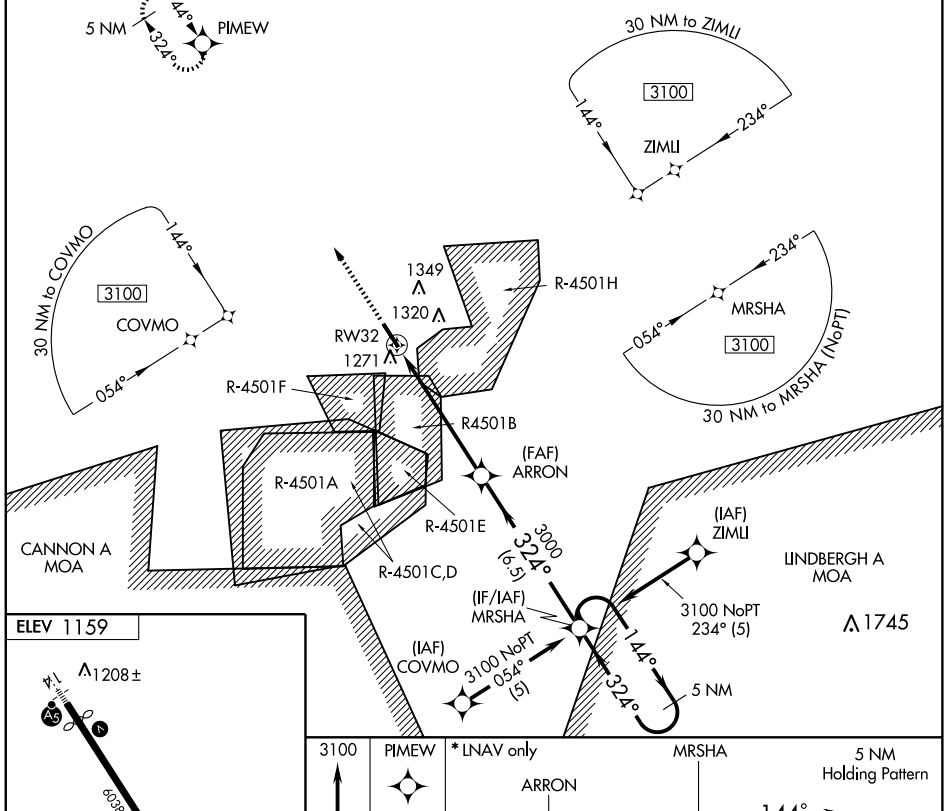
# FT. LEONARD WOOD/ WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN) RNAV (GPS) RWY 32

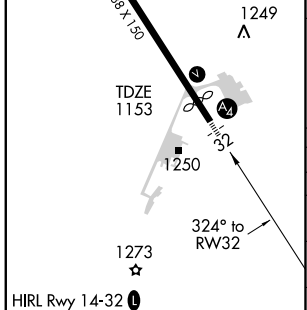
DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80′ and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. Inoperative table does not apply.

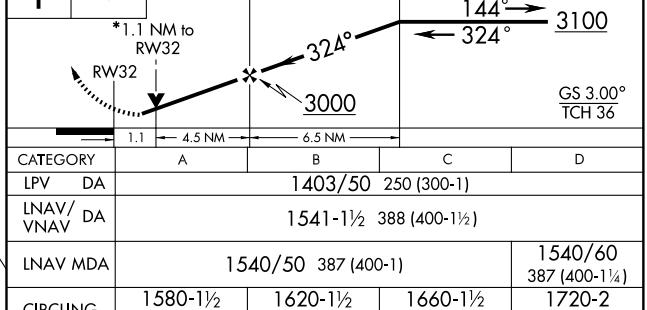
MALS

MISSED APPROACH: Climb to 3100 direct PIMEW and hold.

| ATIS* | KANSAS CITY CENTER | FORNEY TOWER* |
|---|---|---|
| **118.7 229.4** | **128.35 284.67** | **125.4** (CTAF) L **268.7** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1403/50 250 (300-1) | | | |
| LNAV/VNAV DA | 1541-1½ 388 (400-1½) | | | |
| LNAV MDA | 1540/50 387 (400-1) | | | 1540/60 387 (400-1¼) |
| CIRCLING | 1580-1½ 421 (500-1½) | 1620-1½ 461 (500-1½) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |

| VOR TBN | APP CRS | Rwy ldg | 5537 |
|---|---|---|---|
| 110.0 | 135° | TDZE | 1158 |
| | | Apt Elev | 1159 |

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

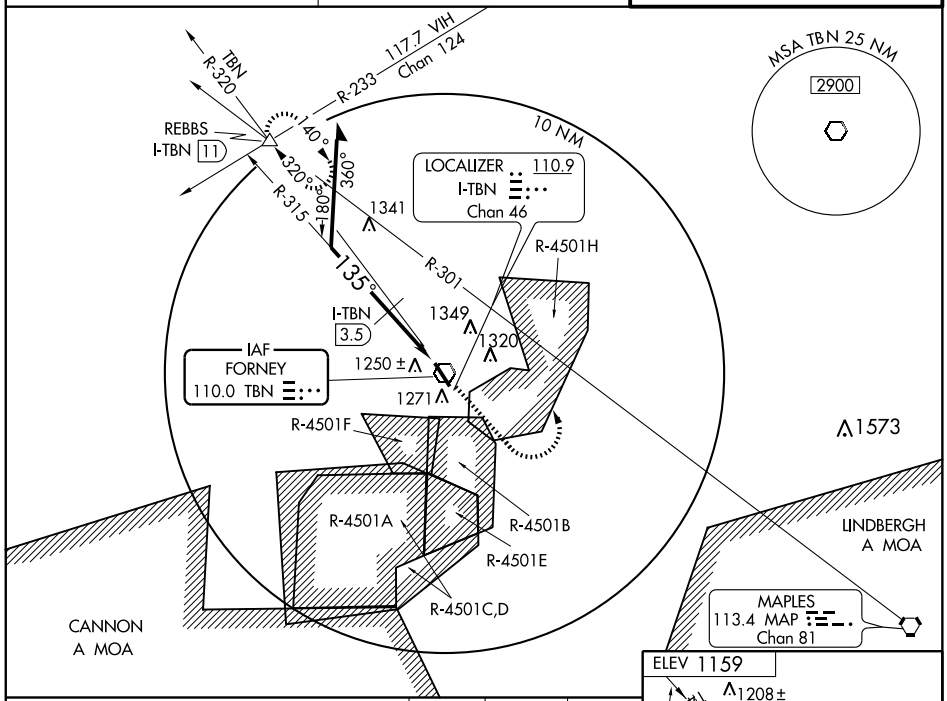
# VOR RWY 14

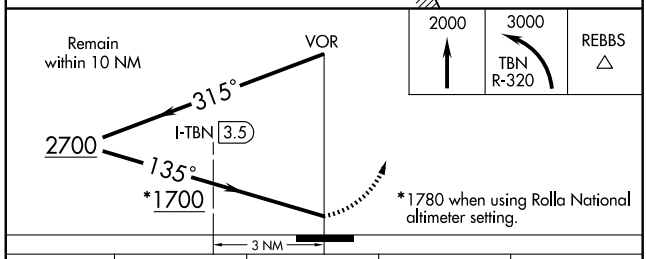
When control tower closed, use Rolla National altimeter setting: Increase all MDAs 80 feet and all visibilities ½ mile. Procedure not authorized when R-4501B or R-4501H in use.

MALSR

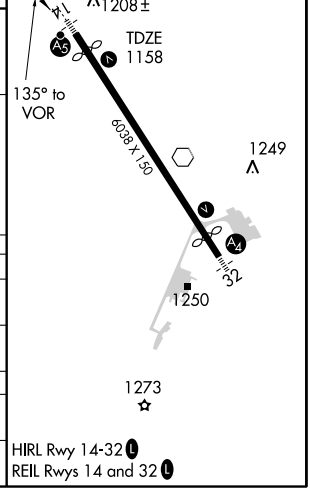
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via TBN R-320 to REBBS Int and hold.

| ATIS ★ | KANSAS CITY CENTER | FORNEY TOWER ★ |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |




*1780 when using Rolla National altimeter setting.




HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1700-1 542 (600-1) | | 1700-1½ 542 (600-1½) | 1700-1¾ 542 (600-1¾) |
| CIRCLING | 1700-1 541 (600-1) | | 1700-1½ 541 (600-1½) | 1720-2 561 (600-2) |
| DME MINIMUMS | | | | |
| S-14 | 1500-1 342 (400-1) | | | |
| CIRCLING | 1580-1 421 (500-1) | 1620-1 461 (500-1) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| VOR TBN | APP CRS | Rwy ldg | 5512 |
|---|---|---|---|
| 110.0 | 326° | TDZE | 1153 |
| | | Apt Elev | 1159 |

# VOR RWY 32

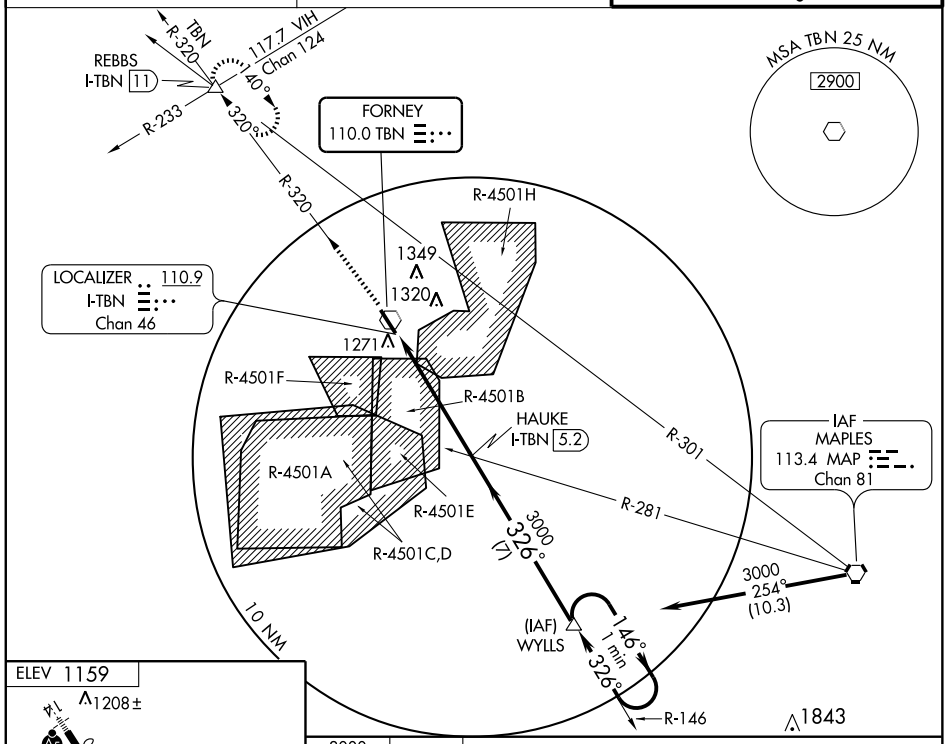
FT. LEONARD WOOD/
WAYNESVILLE ST. ROBERT RGNL FORNEY FIELD (TBN)

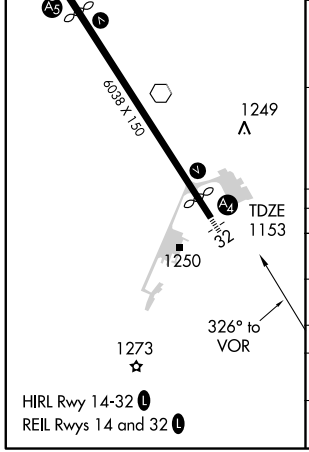
When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

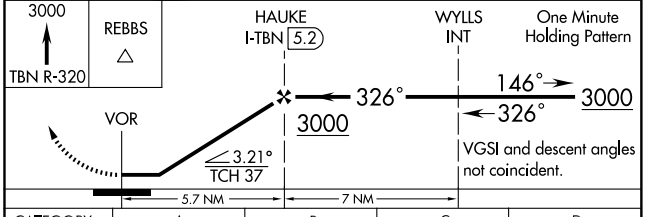
MALS

MISSED APPROACH: Climb to 3000 via TBN R-320 to REBBS Int and hold.

| ATIS ★ | KANSAS CITY CENTER | FORNEY TOWER ★ |
|---|---|---|
| 118.7 229.4 | 128.35 284.67 | 125.4 (CTAF) L 268.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1580-1 427 (500-1) | | 1580-1¼ 427 (500-1¼) | 1580-1½ 427 (500-1½) |
| CIRCLING | 1580-1 421 (500-1) | 1620-1 461 (500-1) | 1660-1½ 501 (600-1½) | 1720-2 561 (600-2) |
| ROLLA NATIONAL ALTIMETER SETTING | | | | |
| S-32 | 1640-1 487 (500-1) | | 1640-1¼ 487 (500-1¼) | 1640-1½ 487 (500-1½) |
| CIRCLING | 1660-1 501 (600-1) | | 1720-1½ 561 (600-1½) | 1720-2 561 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

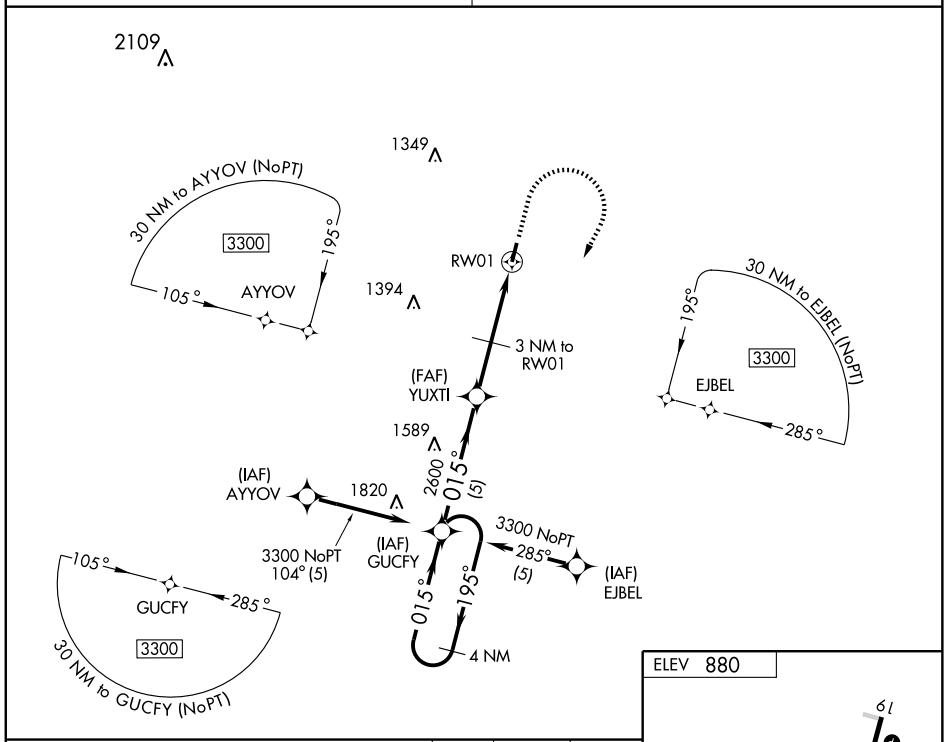
| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 015° | TDZE | 880 |
| | Apt Elev | 880 |

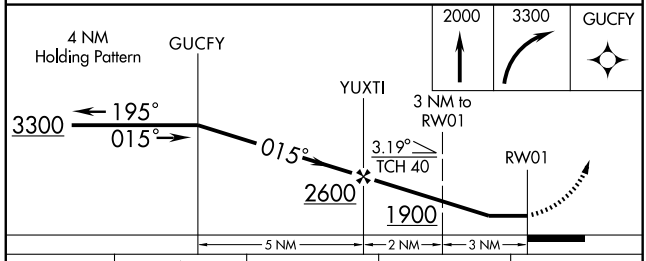
# RNAV (GPS) RWY 1
## FREDERICKTOWN RGNL (H88)

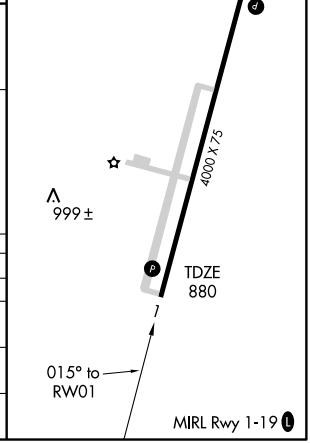
Use Farmington Regional altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3300 direct GUCFY WP and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 127.47 291.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1300-1 420 (500-1) | | NA | |
| CIRCLING | 1420-1 540 (600-1) | | NA | |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 195° | TDZE | 880 |
| | Apt Elev | 880 |

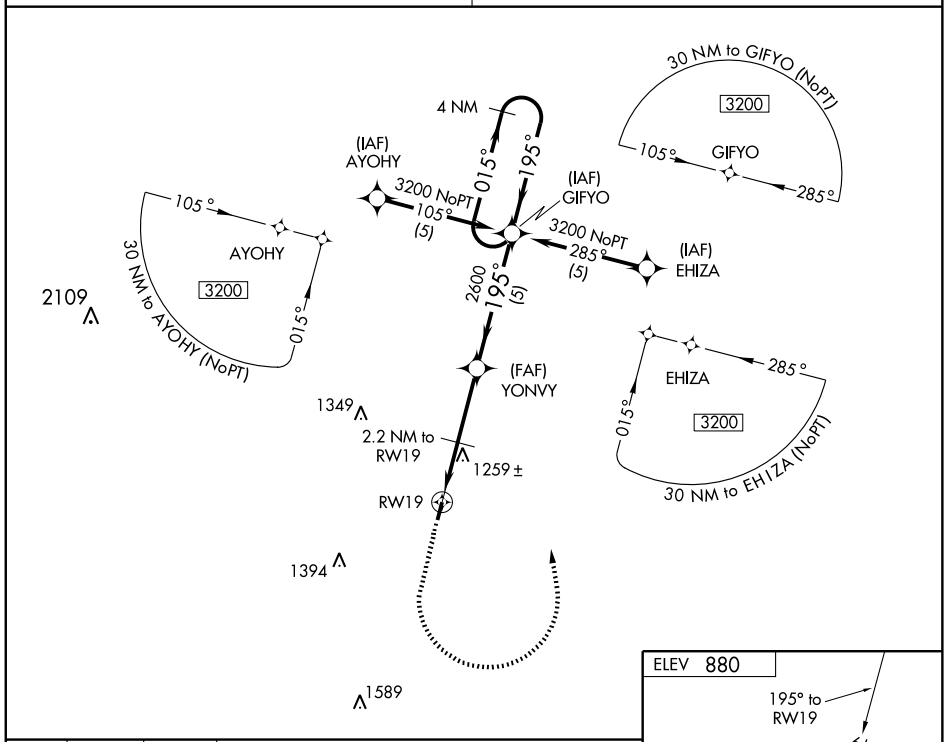
# RNAV (GPS) RWY 19
## FREDERICKTOWN RGNL (H88)

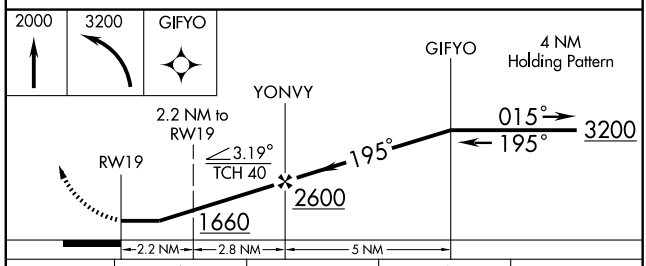
T
A NA

Use Farmington Regional altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

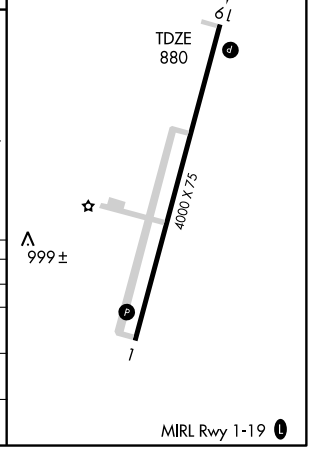
MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GIFYO WP and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| **127.47 291.7** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1560-1 680 (700-1) | | NA | |
| CIRCLING | 1560-1 680 (700-1) | | NA | |



FREDERICKTOWN, MISSOURI

AL-6832 (FAA)

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 030° | TDZE | 880 |
| | Apt Elev | 880 |

# VOR/DME RWY 1

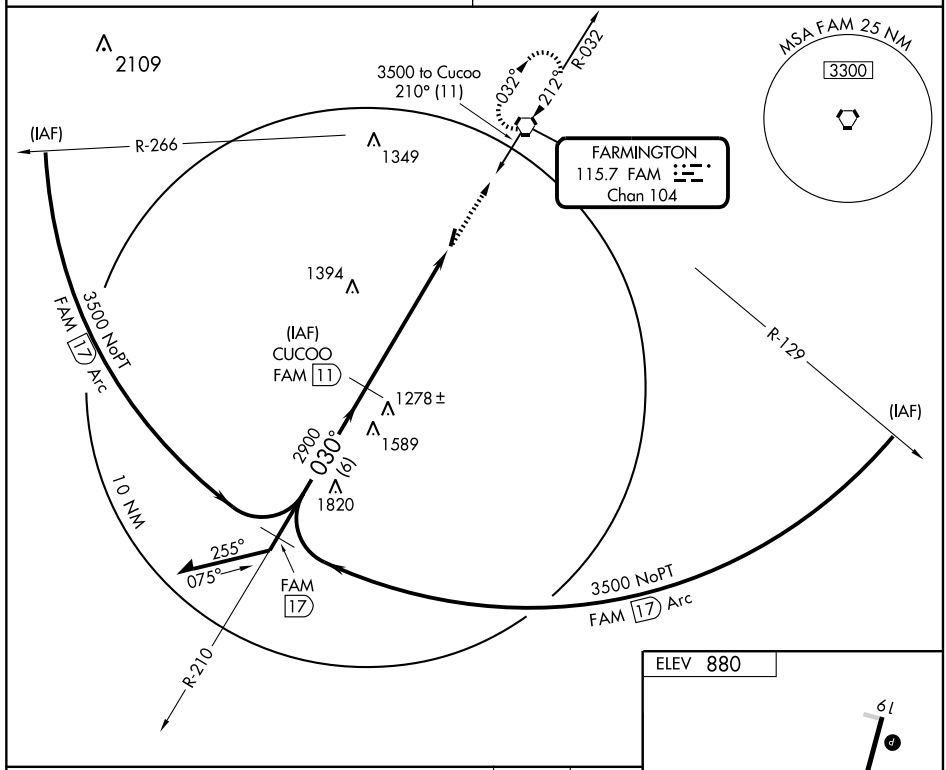
## FREDERICKTOWN RGNL (H88)

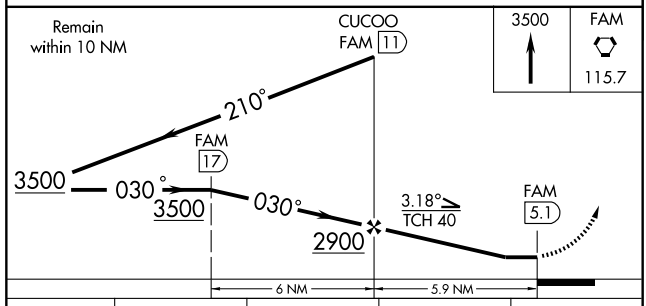
NA

Use Farmington Regional altimeter setting.

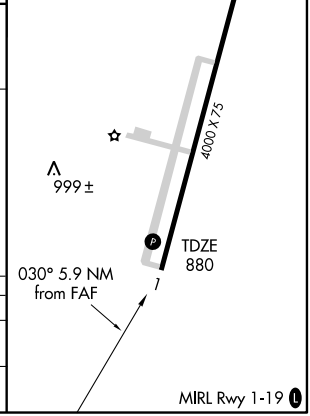
MISSED APPROACH: Climb to 3500 direct FAM VORTAC and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| **127.47 291.7** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1500-1 | 620 (700-1) | NA | |
| CIRCLING | 1500-1 | 620 (700-1) | NA | |




NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 212° | TDZE | 880 |
| | Apt Elev | 880 |

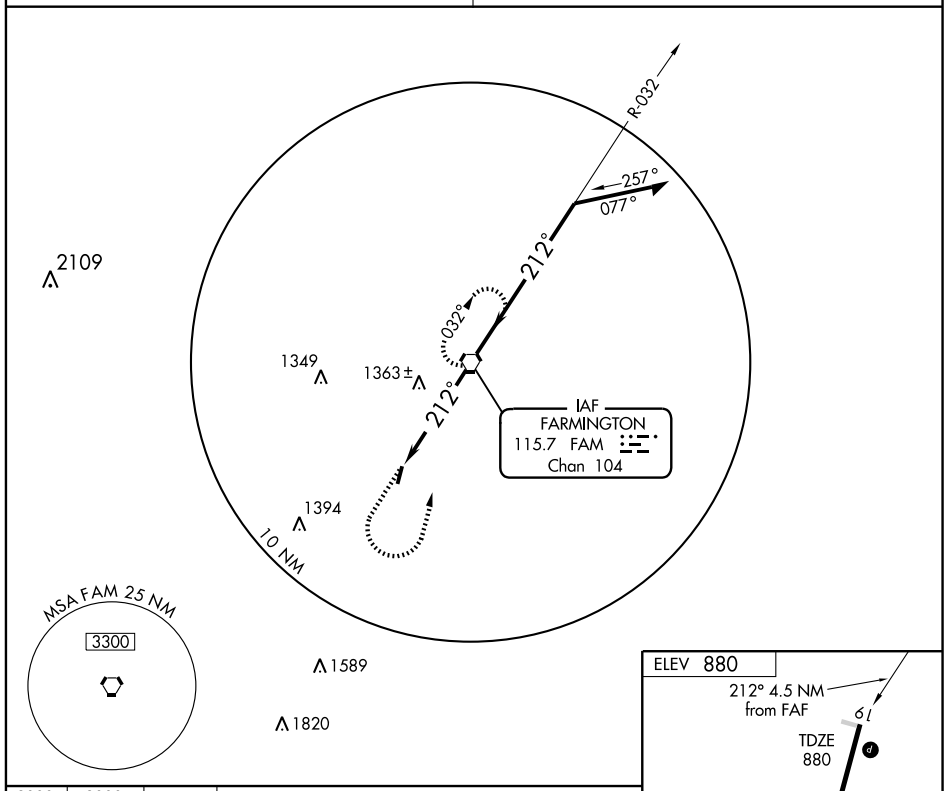
# VOR RWY 19
## FREDERICKTOWN RGNL(H88)

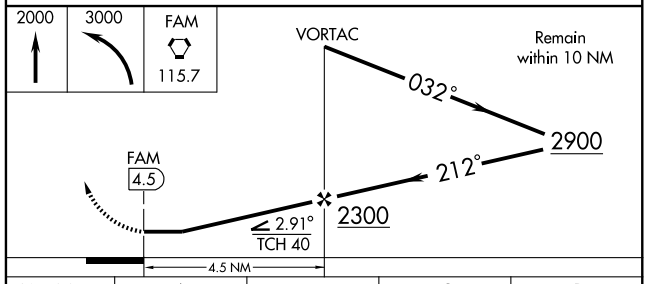
T NA

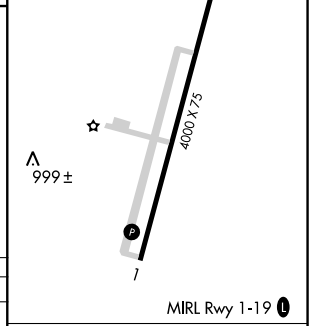
Use Farmington Regional altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| **127.47 291.7** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1660-1<br>780 (800-1) | 1660-1¼<br>780 (800-1¼) | NA | |
| CIRCLING | 1660-1<br>780 (800-1) | 1660-1¼<br>780 (800-1¼) | NA | |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3205 |
|---|---|---|
| 056° | TDZE | 881 |
| | Apt Elev | 886 |

# RNAV (GPS) RWY 6

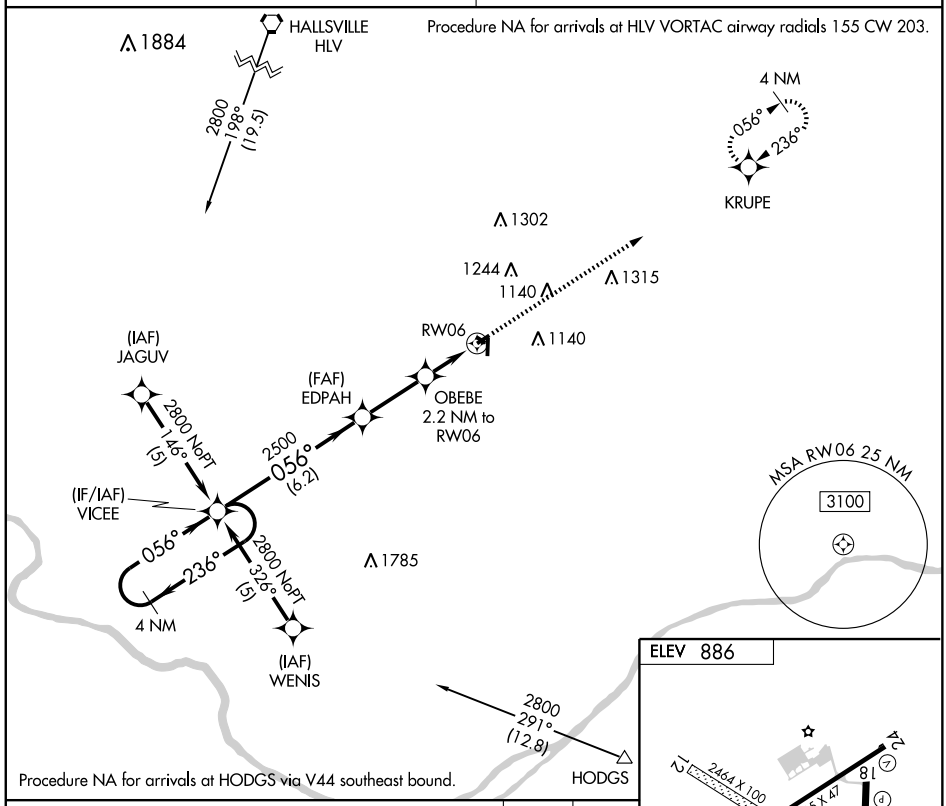
## FULTON/ ELTON HENSLEY MEMORIAL (FTT)

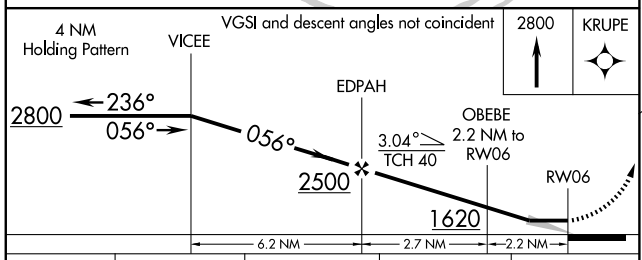
T
NA

DME/DME RNP -0.3 NA.
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet.

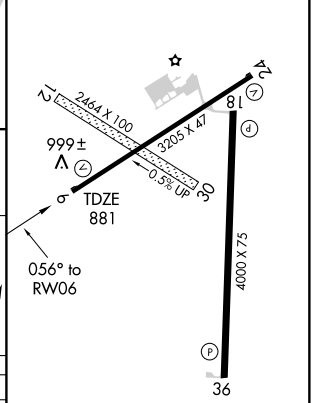
MISSED APPROACH: Climb to 2800 direct KRUPE and hold.

| MIZZU APP CON | UNICOM |
|---|---|
| **124.375 353.7** | **122.7** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 419 (500-1) | | 1300-1¼ 419 (500-1¼) | NA |
| CIRCLING | 1380-1 494 (500-1) | | 1380-1½ 494 (500-1½) | NA |




MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

| WAAS CH 42611 W18A | APP CRS 181° | Rwy ldg 4000<br>TDZE 881<br>Apt Elev 886 |
|---|---|---|

# RNAV (GPS) RWY 18

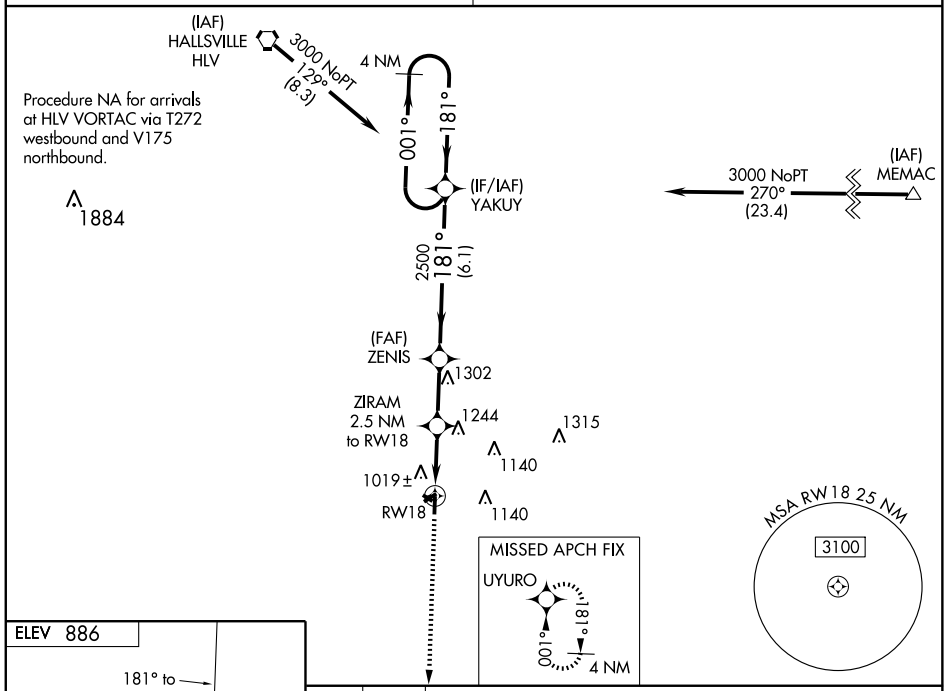
## FULTON/ ELTON HENSLEY MEMORIAL (FTT)

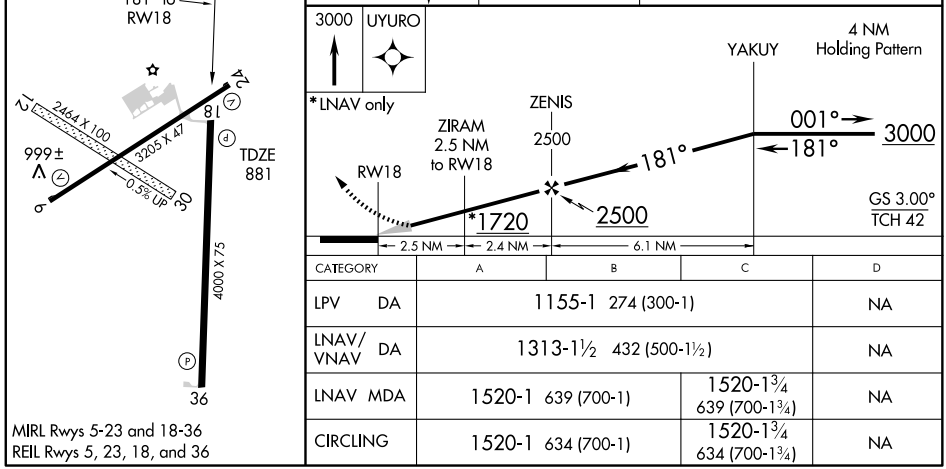
NA

Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UYURO and hold.

| MIZZU APP CON | UNICOM |
|---|---|
| **124.375 353.7** | **122.7** (CTAF) |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1155-1 274 (300-1) | | | NA |
| LNAV/ VNAV | DA | 1313-1½ 432 (500-1½) | | | NA |
| LNAV | MDA | 1520-1 639 (700-1) | | 1520-1¾ 639 (700-1¾) | NA |
| CIRCLING | | 1520-1 634 (700-1) | | 1520-1¾ 634 (700-1¾) | NA |

MIRL Rwys 5-23 and 18-36
REIL Rwys 5, 23, 18, and 36

NC-3. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3205 |
|---|---|---|
| 236° | TDZE | 881 |
| | Apt Elev | 886 |

# RNAV (GPS) RWY 24

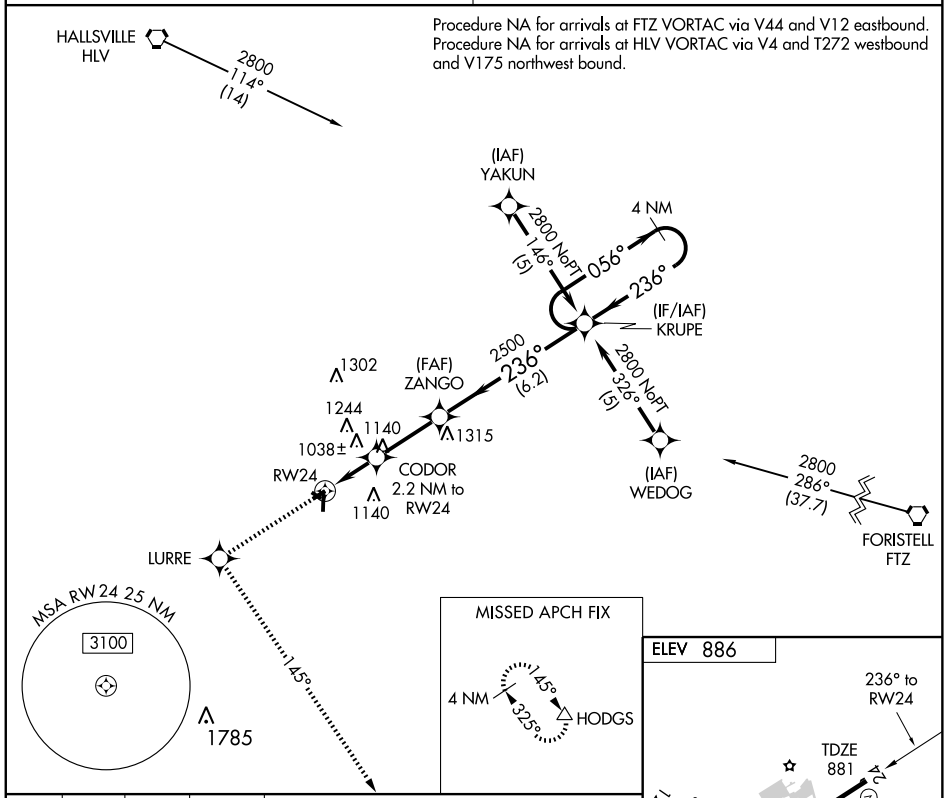
## FULTON/ ELTON HENSLEY MEMORIAL (FTT)

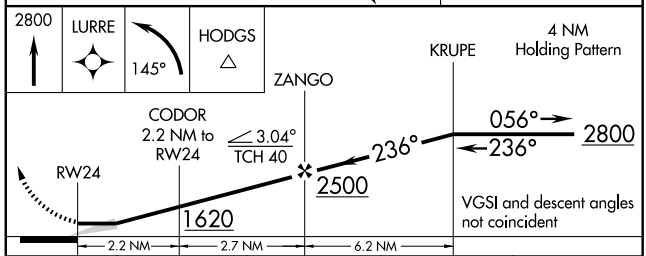
DME/DME RNP -0.3 NA.
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct LURRE and left turn via 145° track to HODGS and hold.

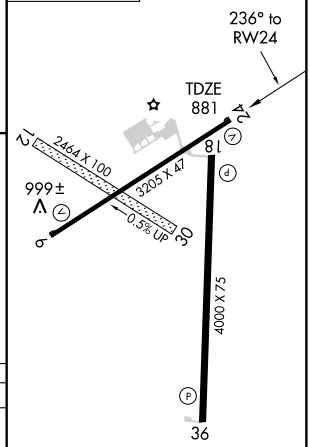
| MIZZU APP CON | UNICOM |
|---|---|
| 124.375 353.7 | 122.7 (CTAF) |

Procedure NA for arrivals at FTZ VORTAC via V44 and V12 eastbound.
Procedure NA for arrivals at HLV VORTAC via V4 and T272 westbound and V175 northwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-1 439 (500-1) | | 1320-1¼ 439 (500-1¼) | NA |
| CIRCLING | 1380-1 494 (500-1) | | 1380-1½ 494 (500-1½) | NA |




MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

FULTON, MISSOURI

AL-6385 (FAA)

| WAAS CH 86811 W36A | APP CRS 001° | Rwy ldg 4000<br>TDZE 881<br>Apt Elev 886 |
|---|---|---|

# RNAV (GPS) RWY 36

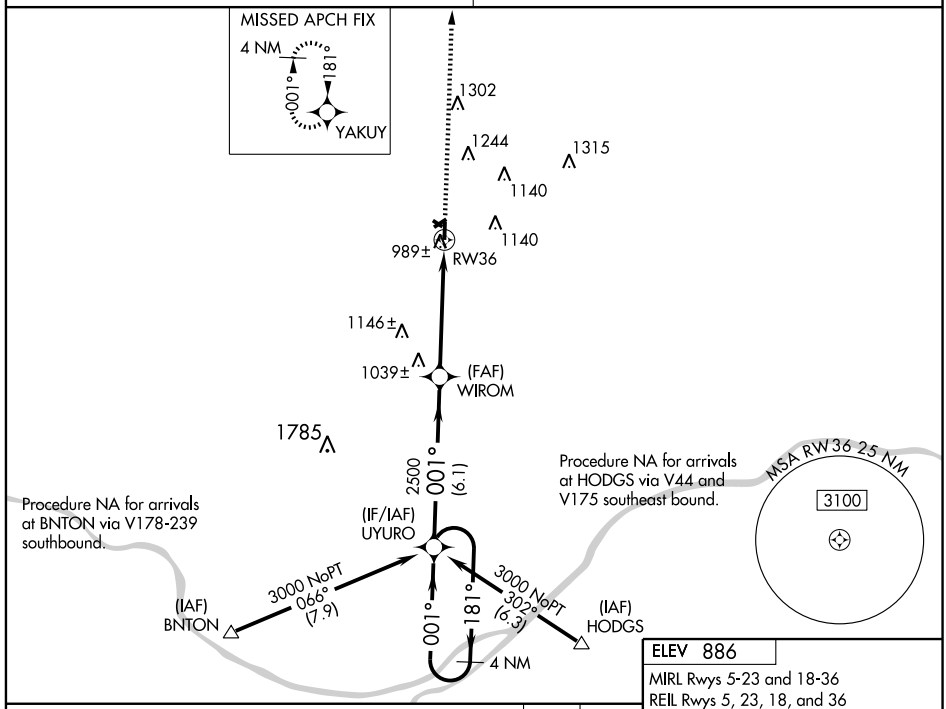
## FULTON/ ELTON HENSLEY MEMORIAL (FTT)

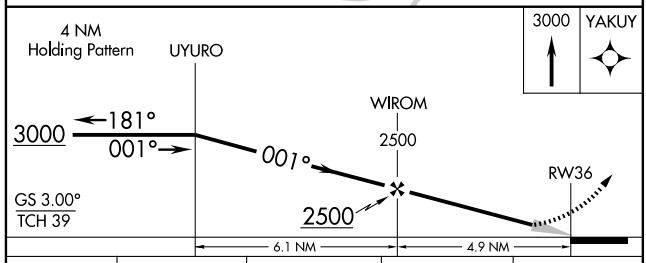
T NA

Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct YAKUY and hold.

| MIZZU APP CON | UNICOM |
|---|---|
| 124.375 353.7 | 122.7 (CTAF) |



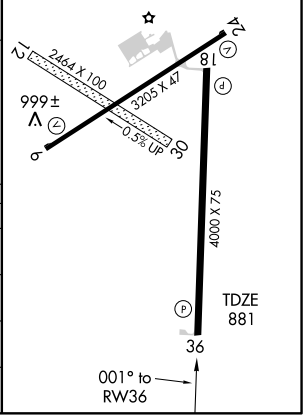




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1155-1 274 (300-1) | | | NA |
| LNAV/VNAV DA | 1283-1½ 402 (400-1½) | | | NA |
| LNAV MDA | 1280-1 399 (400-1) | | | NA |
| CIRCLING | 1380-1 494 (500-1) | | 1380-1½ 494 (500-1½) | NA |

ELEV 886

MIRL Rwys 5-23 and 18-36

REIL Rwys 5, 23, 18, and 36




NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC HLV 114.2 Chan 89 | APP CRS 154° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 886 |
|---|---|---|

# VOR-A

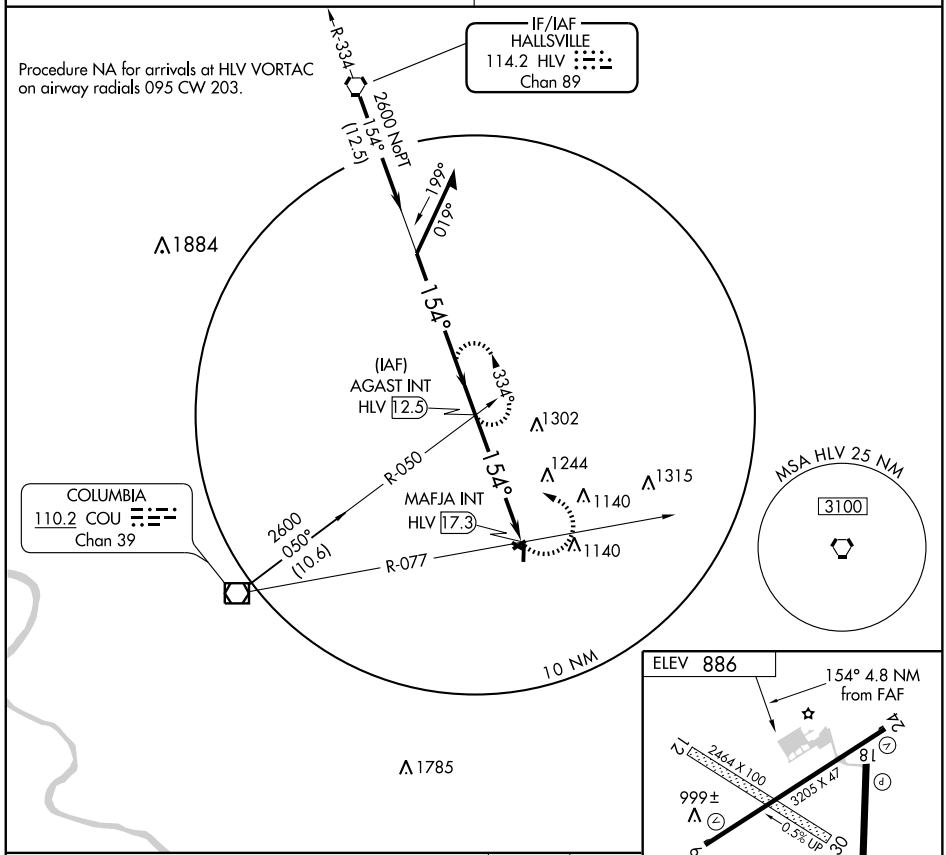
## FULTON/ ELTON HENSLEY MEMORIAL (FTT)

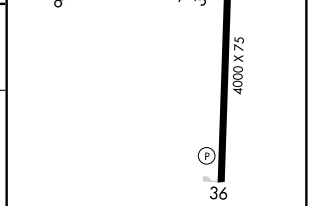
Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

NA

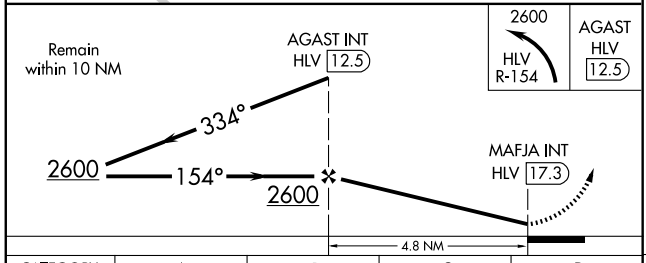
MISSED APPROACH: Climbing left turn to 2600 via HLV VORTAC R-154 to AGAST INT/12.5 DME and hold.

| MIZZU APP CON | UNICOM |
|---|---|
| 124.375 353.7 | 122.7 (CTAF) |




MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1520-1 634 (700-1) | | 1520-1¾ 634 (700-1¾) | NA |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

NC-3, 14 JAN 2010 to 11 FEB 2010

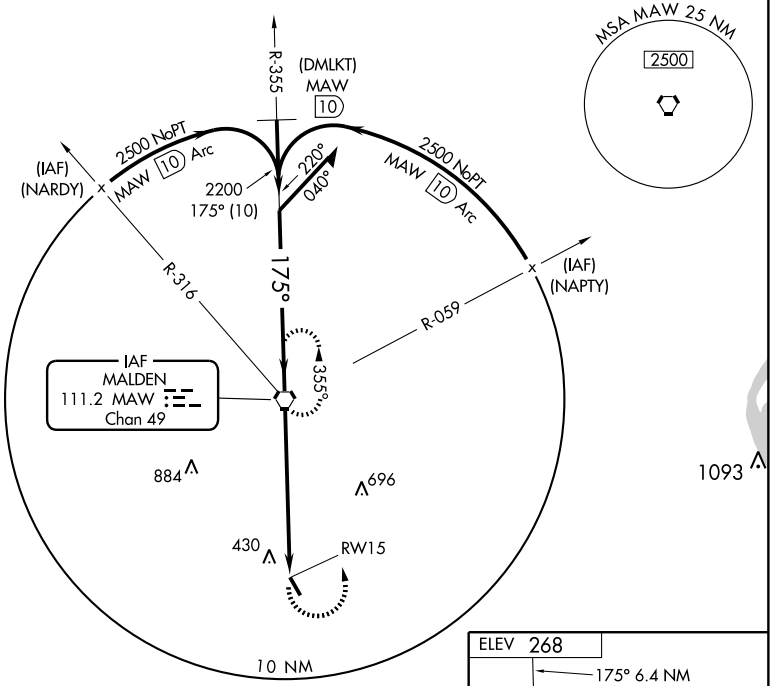
| VORTAC MAW | APP CRS | Rwy ldg 4504 |
|---|---|---|
| 111.2 | 175° | TDZE 268 |
| Chan 49 | | Apt Elev 268 |

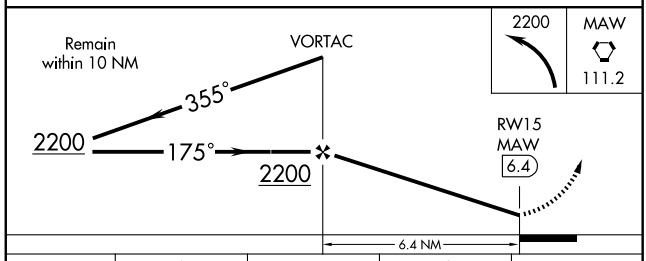
# VOR or GPS RWY 15
## GIDEON MEMORIAL (M85)

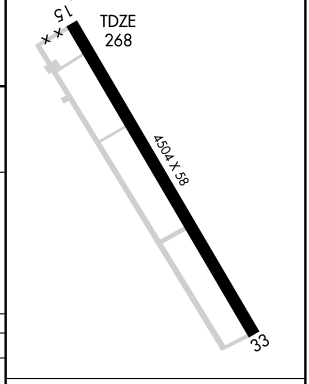
NA Procedure not authorized at night.
Use Dyersburg, TN altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct MAW VORTAC and hold.

| DYERSBURG AWOS-3 | MEMPHIS CENTER | CTAF |
|---|---|---|
| 135.625 | 133.65 292.15 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 820-1 | 552 (600-1) | 820-1½<br>552 (600-1½) | 820-1¾<br>552 (600-1¾) |
| CIRCLING | 860-1 | 592 (600-1) | 860-1½<br>592 (600-1½) | 860-2<br>592 (600-2) |

| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4206 |
|---|---|---|
| 088° | TDZE | 818 |
| | Apt Elev | 835 |

# GPS RWY 9

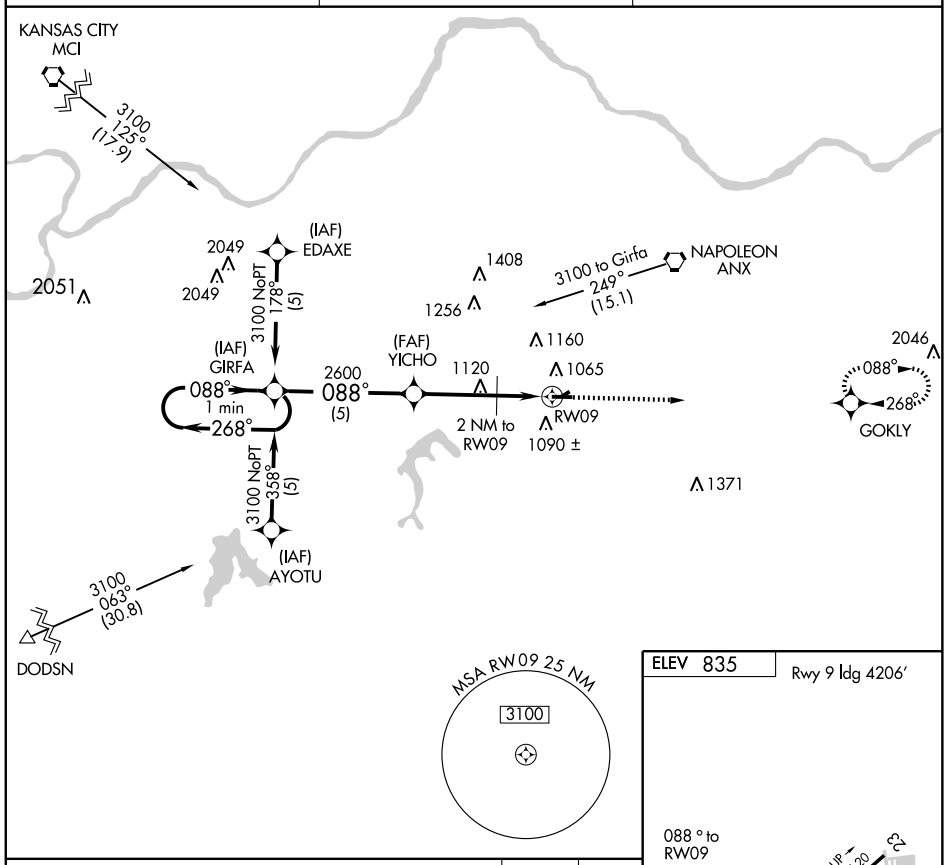
## GRAIN VALLEY/ EAST KANSAS CITY (3GV)

NA

Use Charles B. Wheeler Downtown Airport altimeter setting.

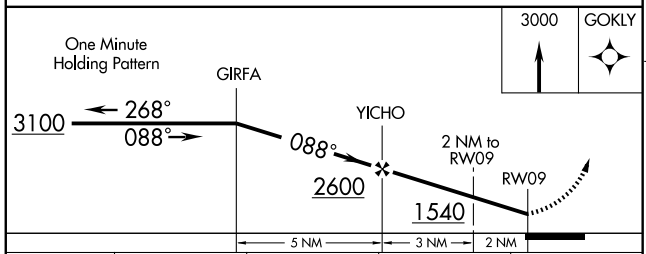
MISSED APPROACH: Climb to 3000 direct GOKLY WP and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 294.7 | 121.3 | 122.8 (CTAF) L |





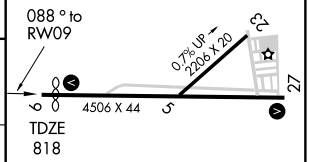





| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 1400-1 | 582 (600-1) | NA | |
| CIRCLING | 1460-1 | 625 (700-1) | NA | |

ELEV 835

Rwy 9 ldg 4206'




REIL Rwy 9 L

MIRL Rwy 9-27 L

| APP CRS | | |
|---|---|---|
| 268° | Rwy ldg | 4506 |
| | TDZE | 818 |
| | Apt Elev | 835 |

# GPS RWY 27

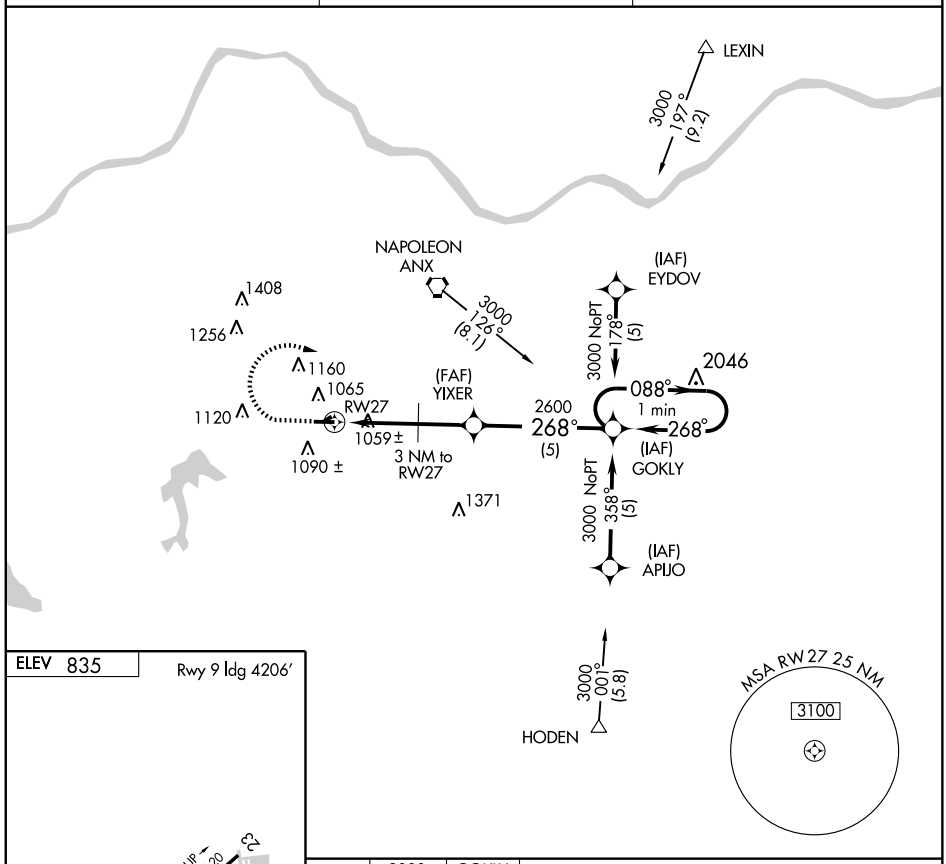
## GRAIN VALLEY/EAST KANSAS CITY (3GV)

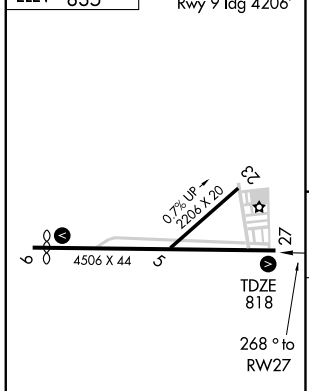
Use Charles B. Wheeler Downtown Airport altimeter setting.

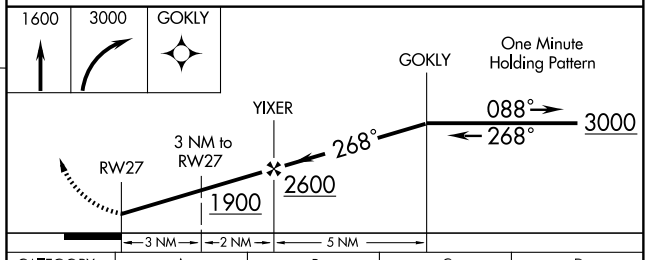
NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct GOKLY WP and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 294.7 | 121.3 | 122.8 (CTAF) L |




REIL Rwy 9 L
MIRL Rwy 9-27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1380-1 | 562 (600-1) | NA | |
| CIRCLING | 1460-1 | 625 (700-1) | NA | |

| VORTAC ANX | APP CRS | Rwy ldg | 4506 |
|---|---|---|---|
| 114.0 | 264° | TDZE | 818 |
| Chan 87 | | Apt Elev | 835 |

# VOR/DME RNAV RWY 27

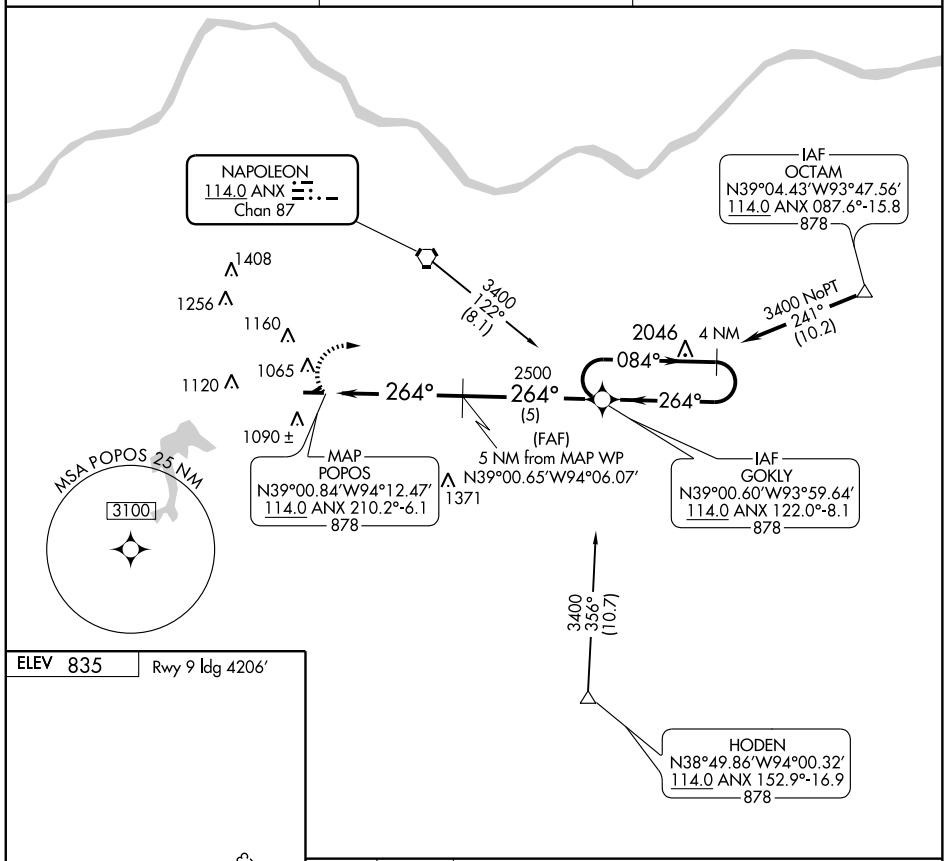
## GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.

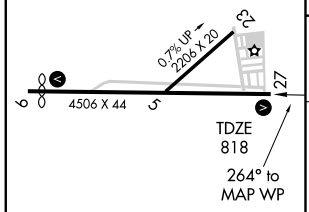
NA

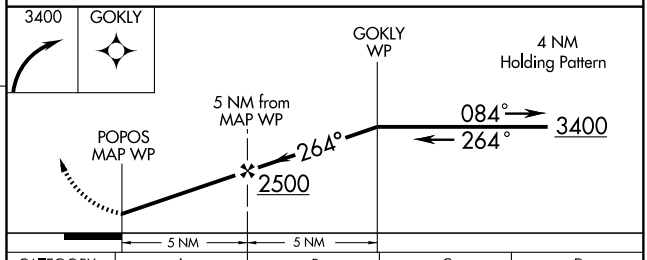
MISSED APPROACH: Climbing right turn to 3400 direct GOKLY WP and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 294.7 | 121.3 | 122.8 (CTAF) L |




ELEV 835 | Rwy 9 ldg 4206'




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1420-1 | 602 (600-1) | NA | |
| CIRCLING | 1460-1 | 625 (700-1) | NA | |

REIL Rwy 9 L
MIRL Rwy 9-27 L

| VORTAC ANX 114.0 Chan 87 | APP CRS 212° | Rwy ldg 2206<br>TDZE 835<br>Apt Elev 835 |
|---|---|---|

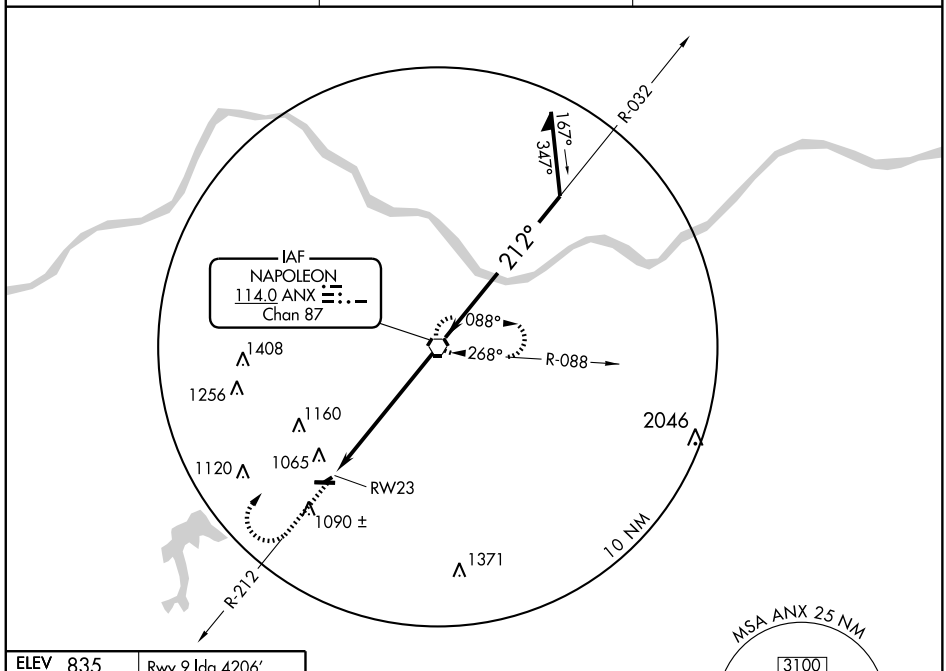
# VOR or GPS RWY 23

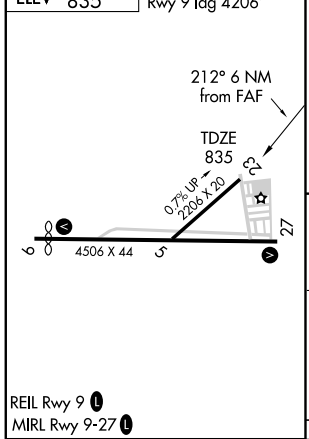
## GRAIN VALLEY/EAST KANSAS CITY (3GV)

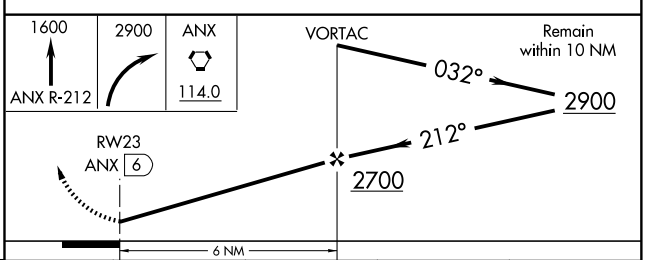
Use Charles B. Wheeler Downtown Airport altimeter setting.
Straight-in minimums Rwy 23 not authorized at night.
⚠ NA

MISSED APPROACH: Climb to 1600 via ANX R-212 then climbing right turn to 2900 direct ANX VORTAC and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 294.7 | 121.3 | 122.8 (CTAF) L |




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1400-1 | 565 (600-1) | NA | |
| CIRCLING | 1460-1 | 625 (700-1) | NA | |

NC-3, 14 JAN 2010 to 11 FEB 2010

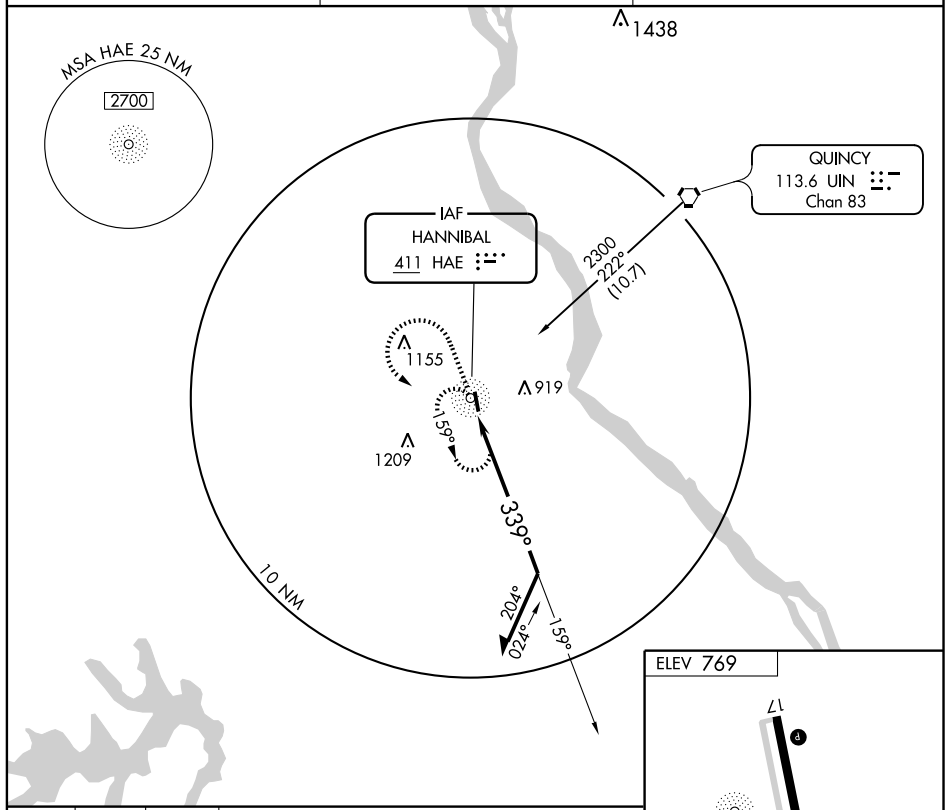
| HAE NDB | APP CRS | Rwy ldg | 4400 |
|---|---|---|---|
| 411 | 339° | TDZE | 769 |
| | | Apt Elev | 769 |

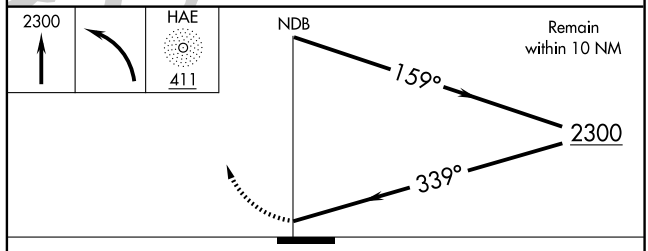
# NDB RWY 35
## HANNIBAL RGNL (HAE)

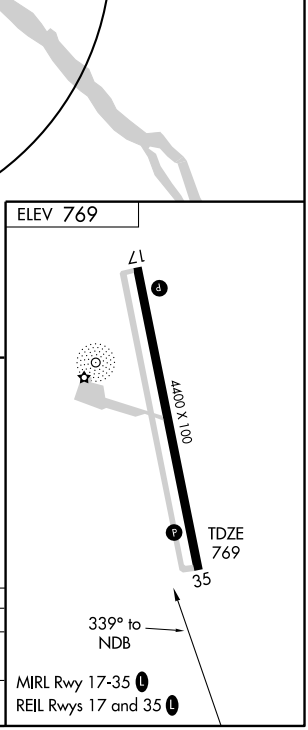
Visibility reduction by helicopters NA.
NA When local altimeter setting not received, use Quincy altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct HAE NDB and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.775 | 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1380-1 | 611 (700-1) | 1380-1¾ 611 (700-1¾) | NA |
| CIRCLING | 1380-1 | 611 (700-1) | 1380-1¾ 611 (700-1¾) | NA |

| WAAS CH 62812 W17A | APP CRS 170° | Rwy ldg 4400<br>TDZE 769<br>Apt Elev 769 |
|---|---|---|

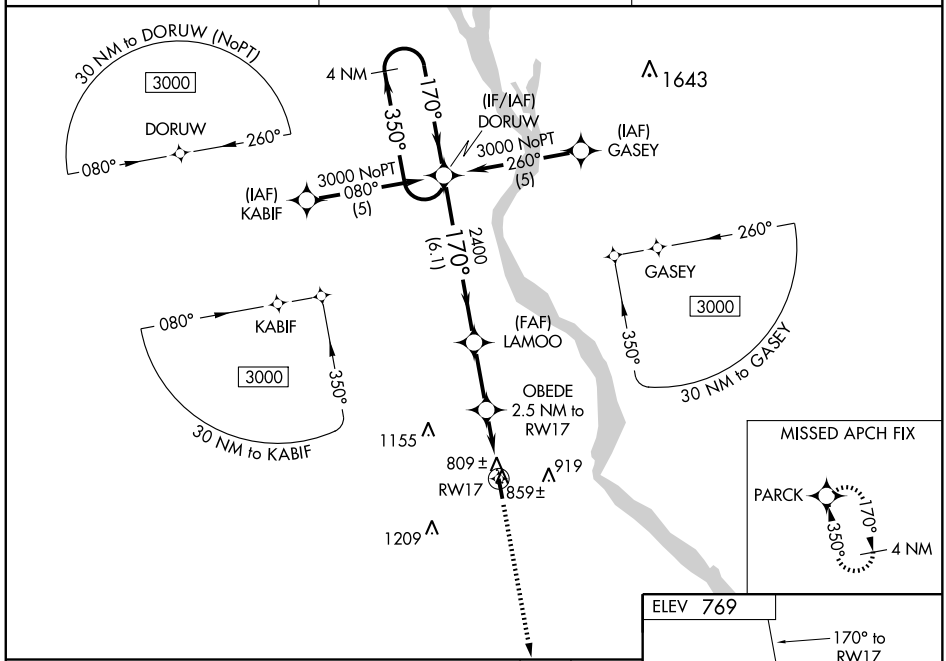
# RNAV (GPS) RWY 17
## HANNIBAL RGNL (HAE)

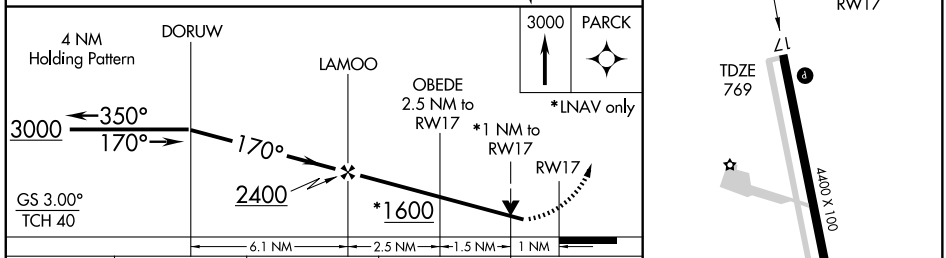
T
A NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.
Baro-VNAV and VDP NA when using Quincy altimeter setting.

MISSED APPROACH: Climb to 3000 direct PARCK and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.775 | 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1019-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1079-1¼ 310 (400-1¼) | | | NA |
| LNAV MDA | 1120-1 351 (400-1) | | | NA |
| CIRCLING | 1260-1 491 (500-1) | | 1260-1½ 491 (500-1½) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

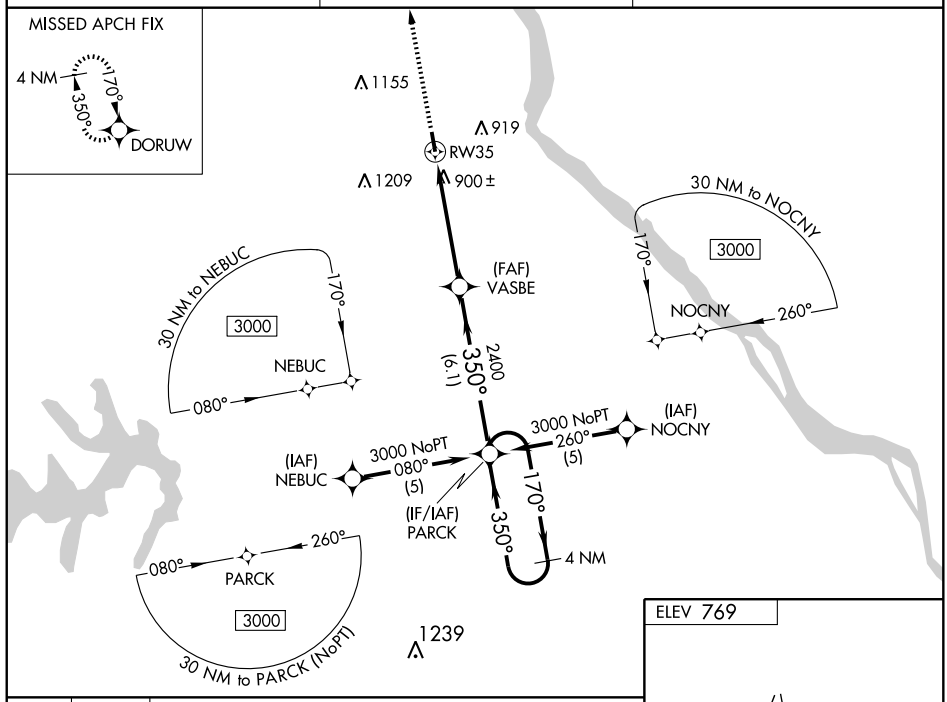
| WAAS CH 72612 W35A | APP CRS 350° | Rwy ldg 4400<br>TDZE 769<br>Apt Elev 769 |
|---|---|---|

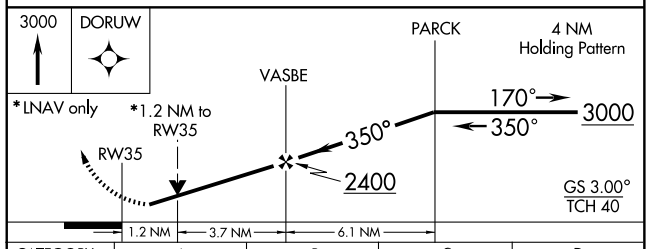
# RNAV (GPS) RWY 35
## HANNIBAL RGNL (HAE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet.
Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.

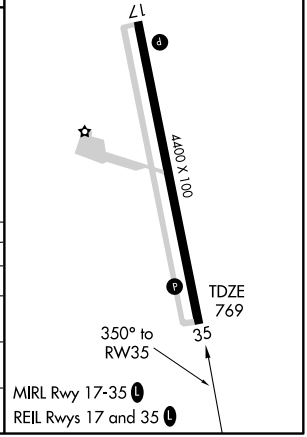
MISSED APPROACH: Climb to 3000 direct DORUW and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.775 | 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1019-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1242-1¾ 473 (500-1¾) | | | NA |
| LNAV MDA | 1200-1 431 (500-1) | | 1200-1¼ 431 (500-1¼) | NA |
| CIRCLING | 1260-1 491 (500-1) | | 1260-1½ 491 (500-1½) | NA |



| VORTAC UIN 113.6 Chan 83 | APP CRS 221° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 769 |
|---|---|---|

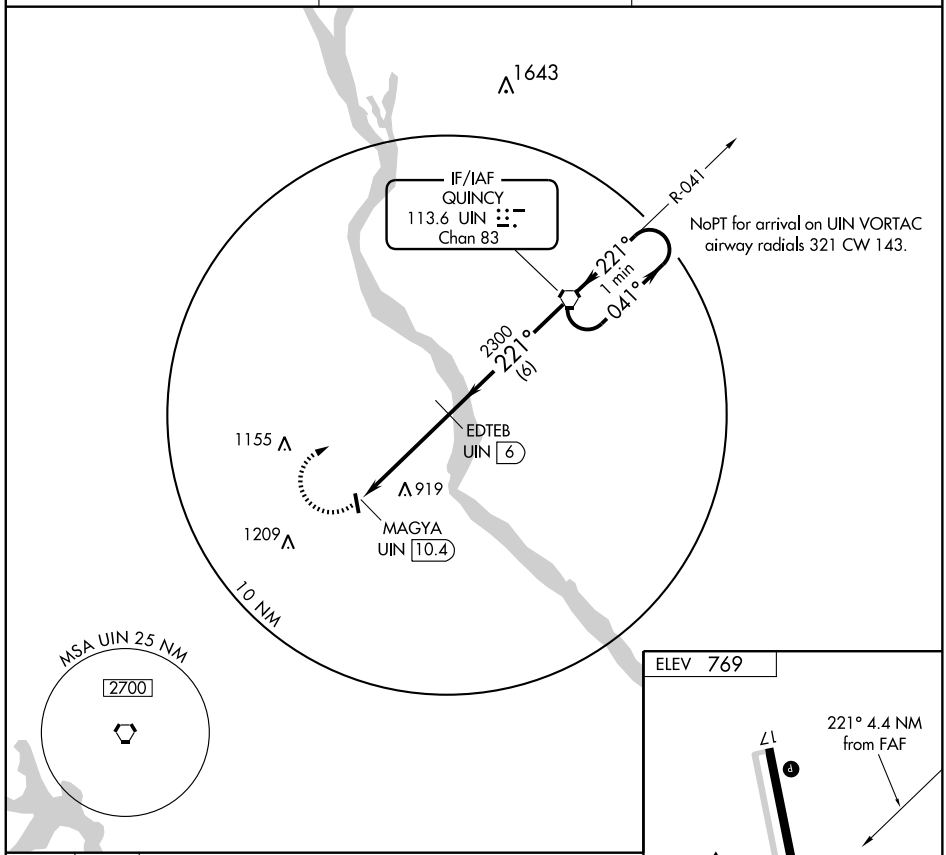
# VOR/DME-A
## HANNIBAL RGNL (HAE)

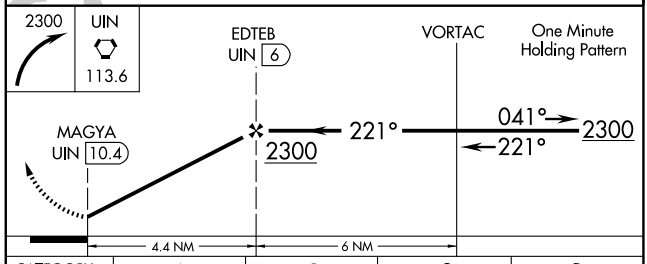
When local altimeter setting not received, use Quincy altimeter setting, increase all MDA 60 feet.

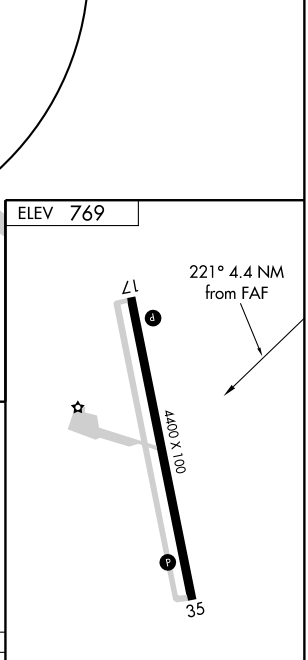
NA

MISSED APPROACH: Climbing right turn to 2300 direct UIN VORTAC and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.775 | 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1300-1 531 (600-1) | | 1300-1½ 531 (600-1½) | NA |

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 173° | TDZE | 915 |
| | Apt Elev | 915 |

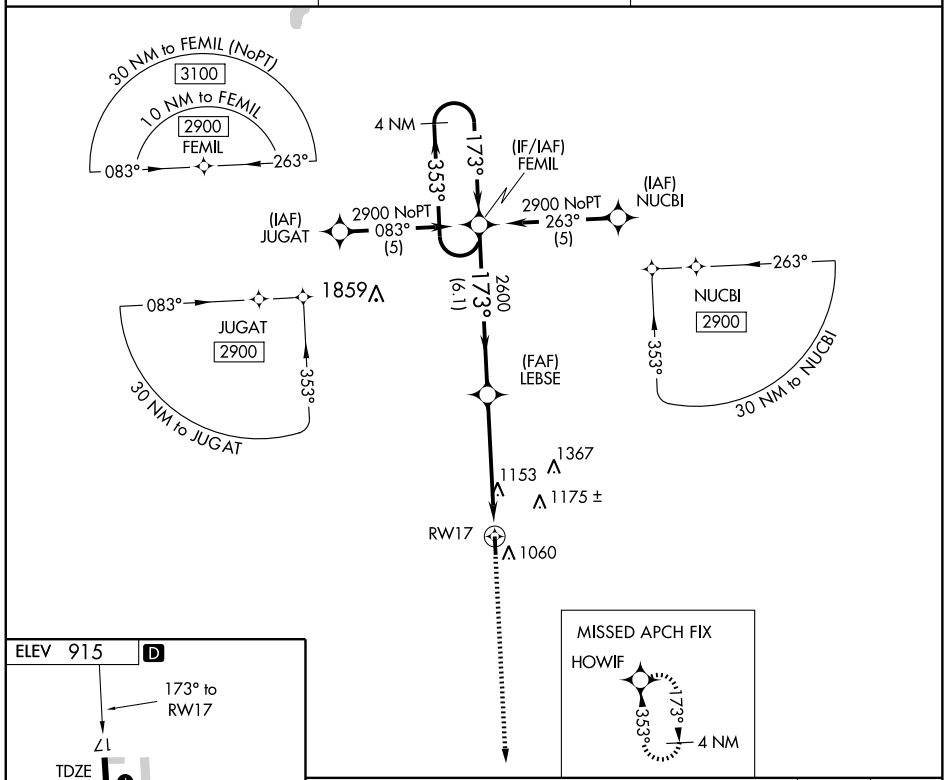
# RNAV (GPS) RWY 17

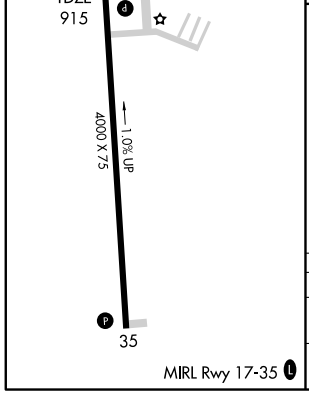
## HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

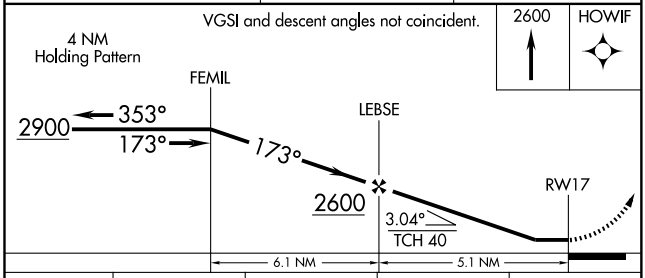
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDAs 100 feet, and visibility Cat. C ¼ mile.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2600 direct HOWIF and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.975 | 125.55 327.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1 505 (600-1) | | 1420-1½ 505 (600-1½) | NA |
| CIRCLING | 1420-1 505 (600-1) | 1460-1 545 (600-1) | 1460-1½ 545 (600-1½) | NA |

| WAAS CH 69406 W35A | APP CRS 353° | Rwy ldg 4000<br>TDZE 900<br>Apt Elev 915 |
|---|---|---|

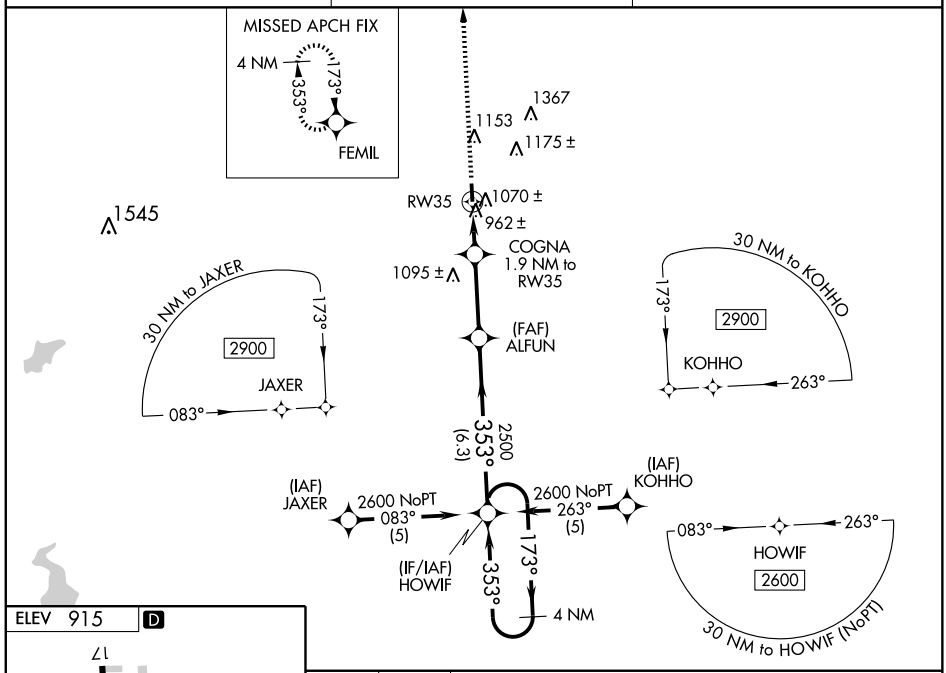
# RNAV (GPS) RWY 35

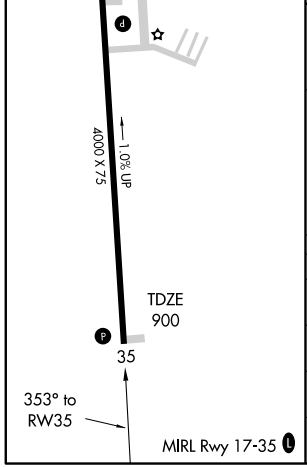
## HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

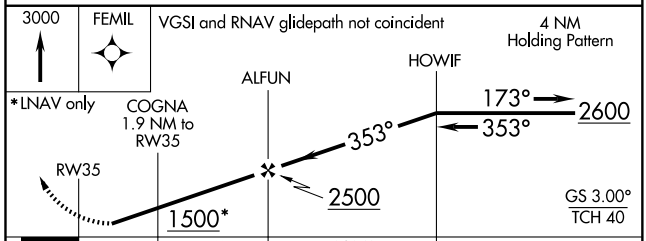
BARO-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 98 feet and all MDAs 100 feet, and visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEMIL and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.975 | 125.55 327.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1176-1 276 (300-1) | | | NA |
| LNAV/VNAV DA | 1330-1¾ 430 (500-1¾) | | | NA |
| LNAV MDA | 1320-1 420 (500-1) | | 1320-1¼ 420 (500-1¼) | NA |
| CIRCLING | 1400-1 485 (500-1) | 1460-1 545 (600-1) | 1460-1½ 545 (600-1½) | NA |

NC-3. 14 JAN 2010 to 11 FEB 2010

| VORTAC BUM | APP CRS | Rwy ldg | 4000 |
|---|---|---|---|
| 115.9 | 012° | TDZE | 900 |
| Chan 106 | | Apt Elev | 915 |

# VOR/DME RWY 35

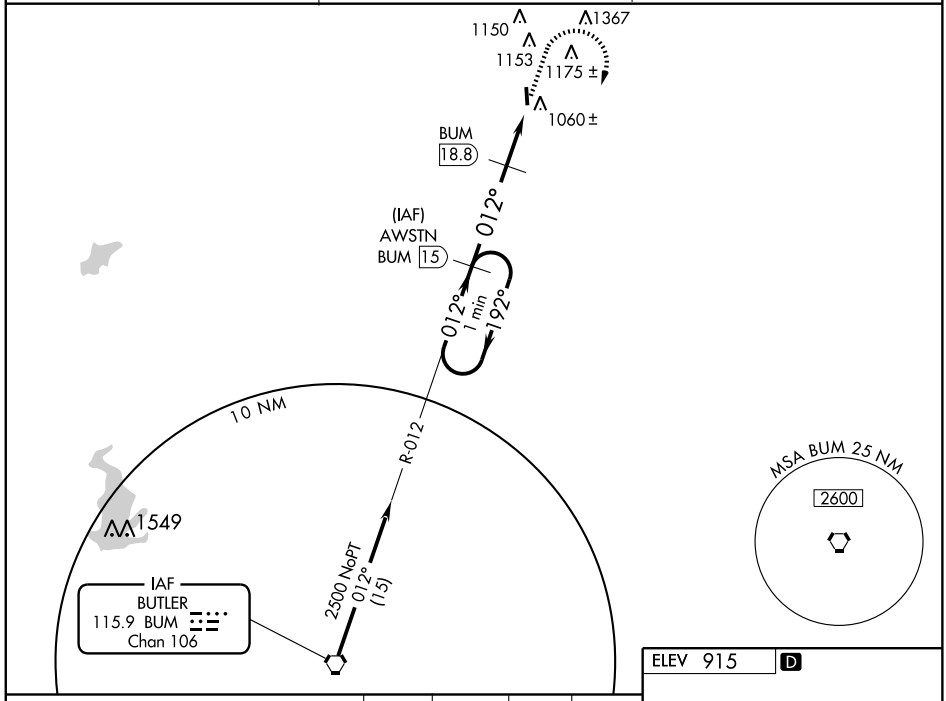
## HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

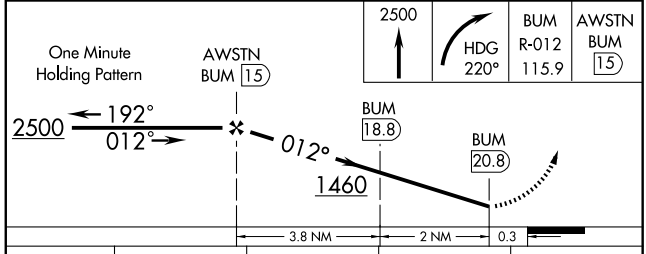
Obtain local altimeter setting on CTAF; when not received, use Charles B. Wheeler Downtown altimeter setting.

NA

MISSED APPROACH: Climb to 2500 then right turn via heading 220° and R-012 to AWSTN and hold.

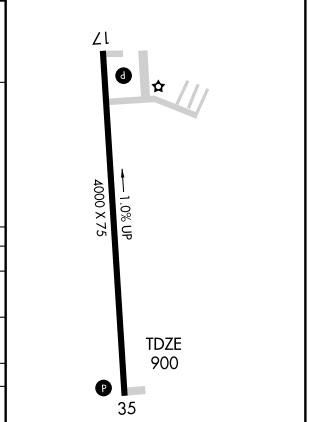
| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.975 | 125.55 327.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1320-1<br>420 (500-1) | 1320-1¼<br>420 (500-1¼) | 1320-1½<br>420 (500-1½) | NA |
| CIRCLING | 1420-1<br>505 (600-1) | 1500-1¼<br>585 (600-1¼) | 1500-1½<br>585 (600-1½) | NA |
| CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS | | | | |
| S-35 | 1400-1<br>500 (500-1) | 1400-1¼<br>500 (500-1¼) | 1400-1½<br>500 (500-1½) | NA |
| CIRCLING | 1520-1<br>605 (700-1) | 1600-1¼<br>685 (700-1¼) | 1600-1½<br>685 (700-1½) | NA |

ELEV 915 D




MIRL Rwy 17-35 L

NC-3, 14 JAN 2010 to 11 FEB 2010

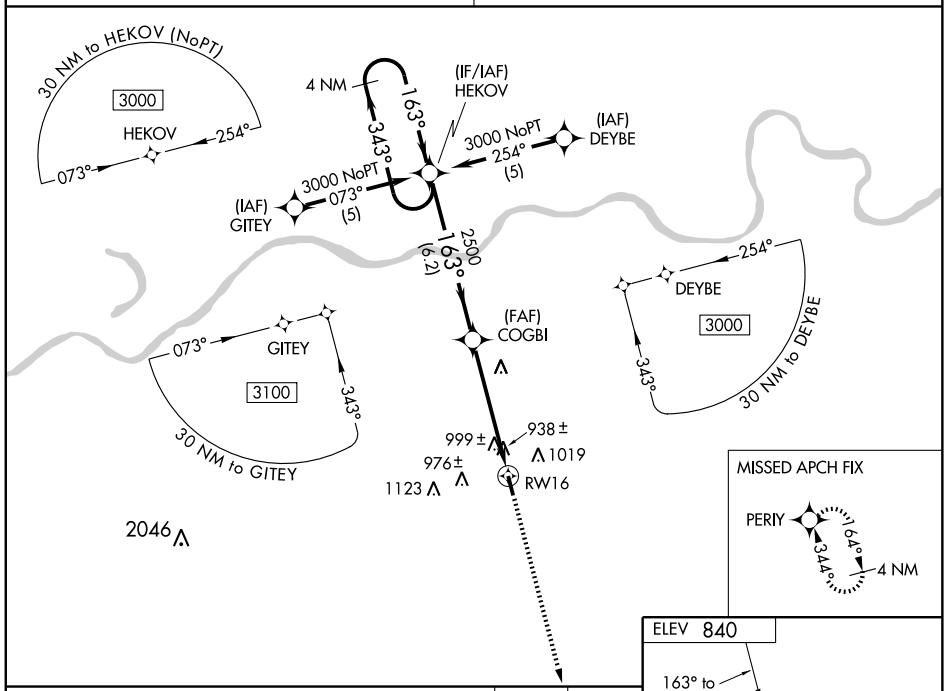
| WAAS CH 86601 W16A | APP CRS 163° | Rwy ldg 4400<br>TDZE 840<br>Apt Elev 840 |
|---|---|---|

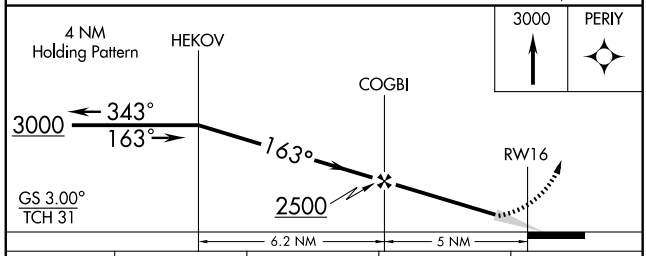
# RNAV (GPS) RWY 16
## HIGGINSVILLE INDUSTRIAL MUNI (HIG)

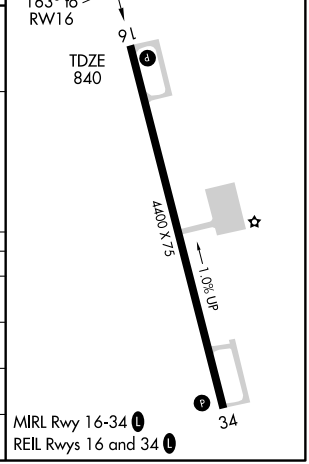
DME/DME RNP- 0.3 NA. Baro-VNAV NA.
NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV DA to 1293, LNAV/VNAV to 1410 and all MDAs 60 feet, increase LPV all Cats. and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct PERIY and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.575 323.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1247-1½ 407 (500-1½) | | | |
| LNAV/VNAV DA | 1364-2 524 (600-2) | | | |
| LNAV MDA | 1360-1 520 (600-1) | | 1360-1½ 520 (600-1½) | 1360-1¾ 520 (600-1¾) |
| CIRCLING | 1440-1 600 (600-1) | | 1440-1½ 600 (600-1½) | 1440-2 600 (600-2) |

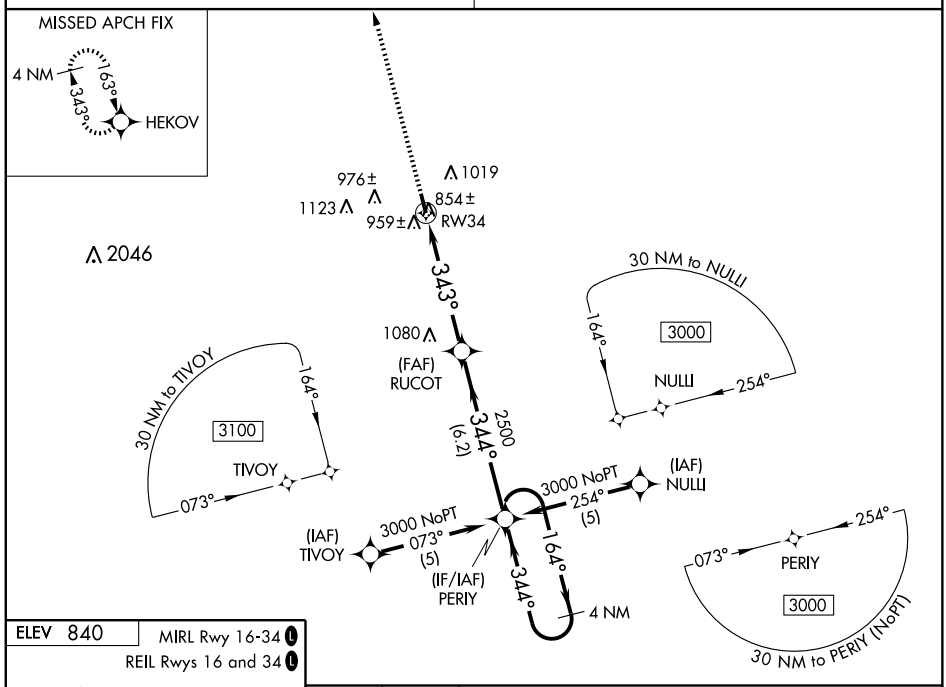
| WAAS CH 45901 W34A | APP CRS 343° | Rwy ldg 4400 TDZE 826 Apt Elev 840 |
|---|---|---|

# RNAV (GPS) RWY 34
## HIGGINSVILLE INDUSTRIAL MUNI (HIG)

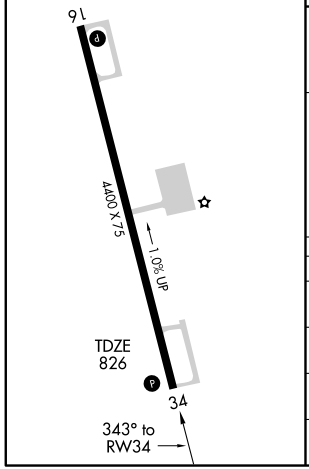
DME/DME RNP-0.3 NA. Baro-VNAV NA.
NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV to 1190, LNAV/VNAV to 1329 and all MDAs 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C and D and Circling Cat. C visibilities ¼ mile.

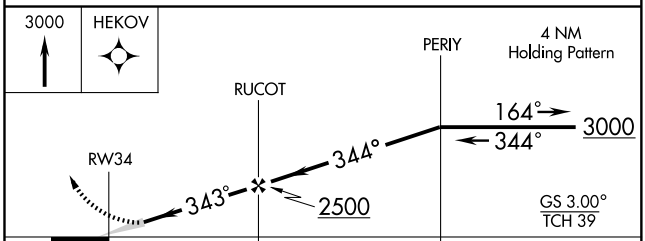
MISSED APPROACH: Climb to 3000 direct HEKOV and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.575 323.15 | 122.8 (CTAF) L |




ELEV 840
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



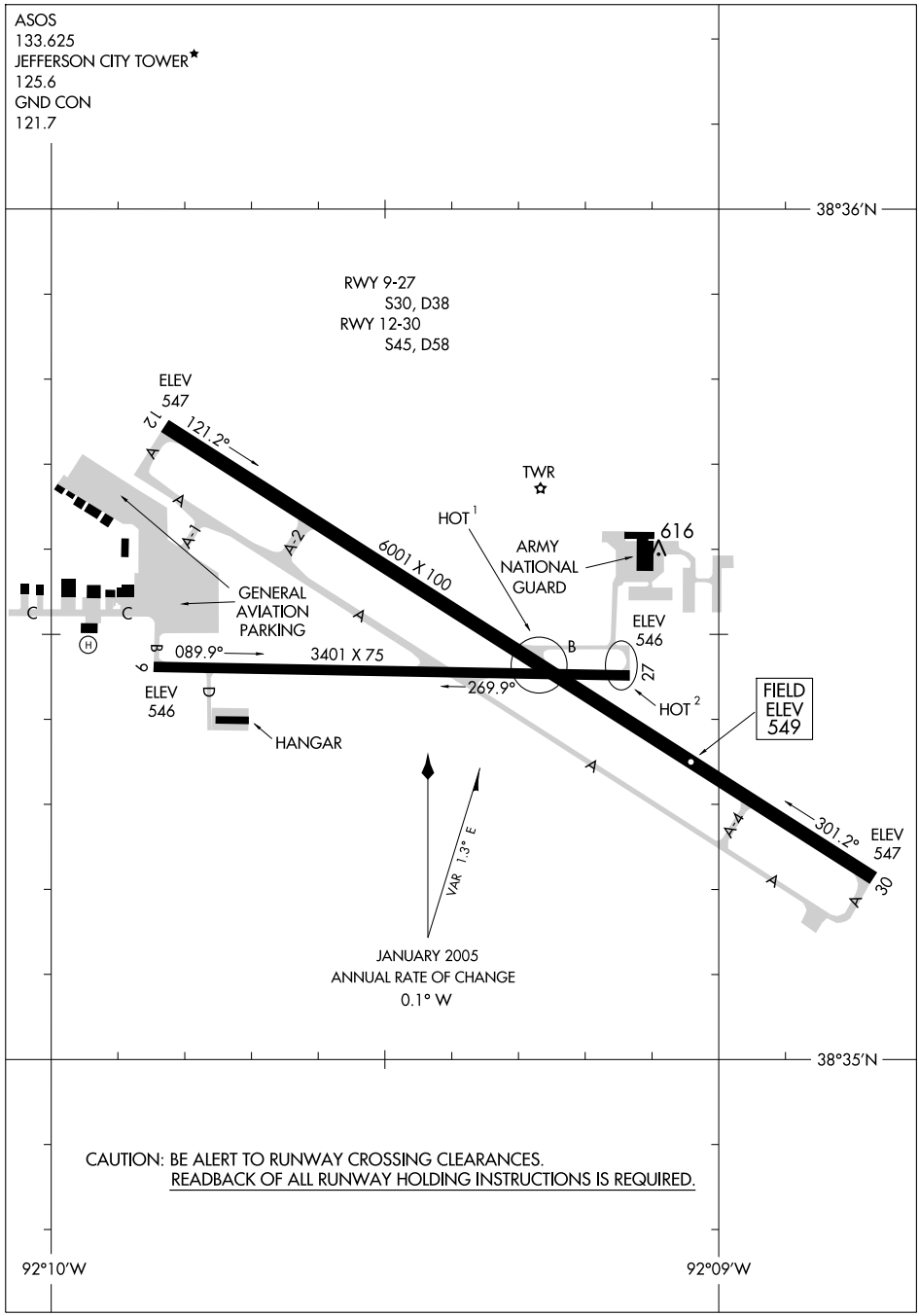




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1144-1¼ 318 (400-1¼) | | | |
| LNAV/VNAV DA | 1283-1¾ 457 (500-1¾) | | | |
| LNAV MDA | 1300-1 474 (500-1) | | 1300-1¼ 474 (500-1¼) | 1300-1½ 474 (500-1½) |
| CIRCLING | 1440-1 600 (600-1) | | 1440-1½ 600 (600-1½) | 1440-2 600 (600-2) |

# AIRPORT DIAGRAM

AL-796 (FAA)

JEFFERSON CITY MEMORIAL (JEF)
JEFFERSON CITY, MISSOURI




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-JEF 110.5 Chan 42 | APP CRS 300° | Rwy ldg 6001<br>TDZE 549<br>Apt Elev 549 |
|---|---|---|

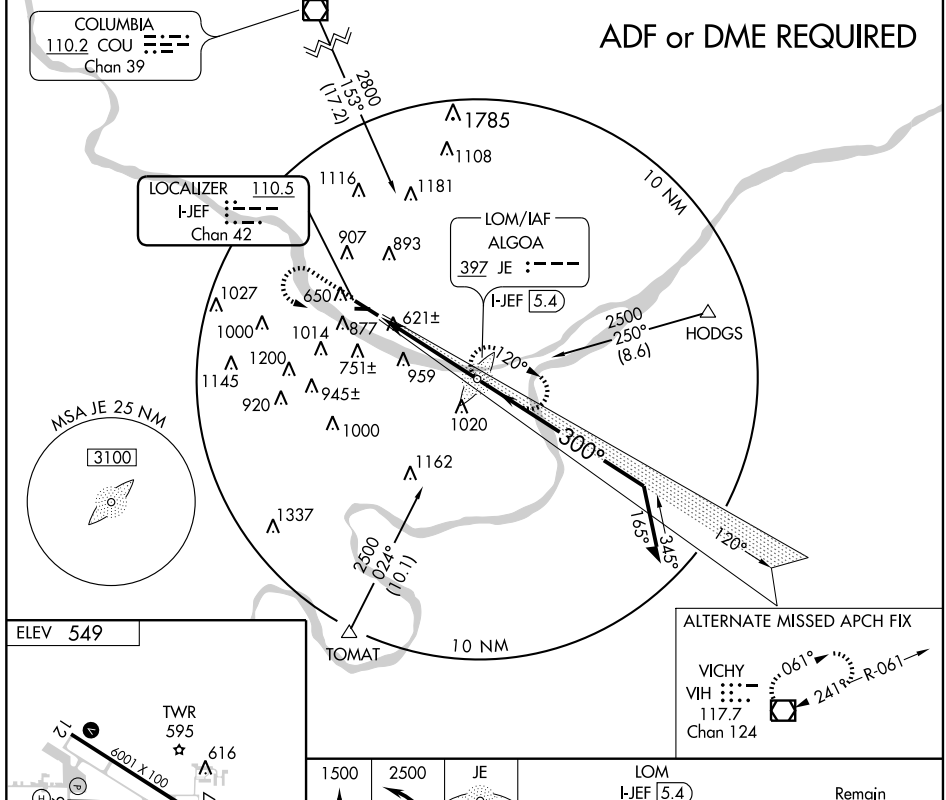
# ILS or LOC RWY 30
## JEFFERSON CITY MEMORIAL (JEF)

If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet.
VDP NA when using Columbia Rgnl altimeter setting.
For inoperative MALSR, increase S-LOC 30 Cat D visibility to 1 mile.
ADF required.

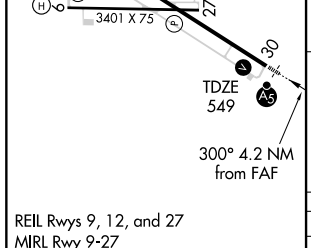
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ALGOA LOM and hold, continue climb-in-hold to 2500.

| ASOS | MIZZU APP CON | JEFFERSON CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.625 | 124.375 353.7 | 125.6 (CTAF) L | 121.7 | 122.95 |




ELEV 549

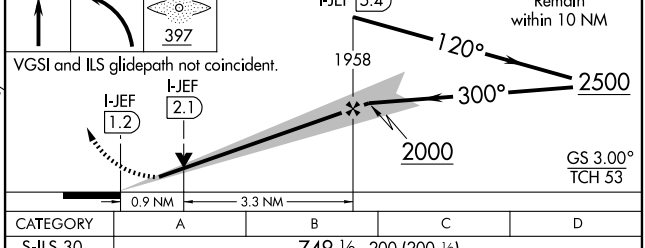



REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

ALTERNATE MISSED APCH FIX



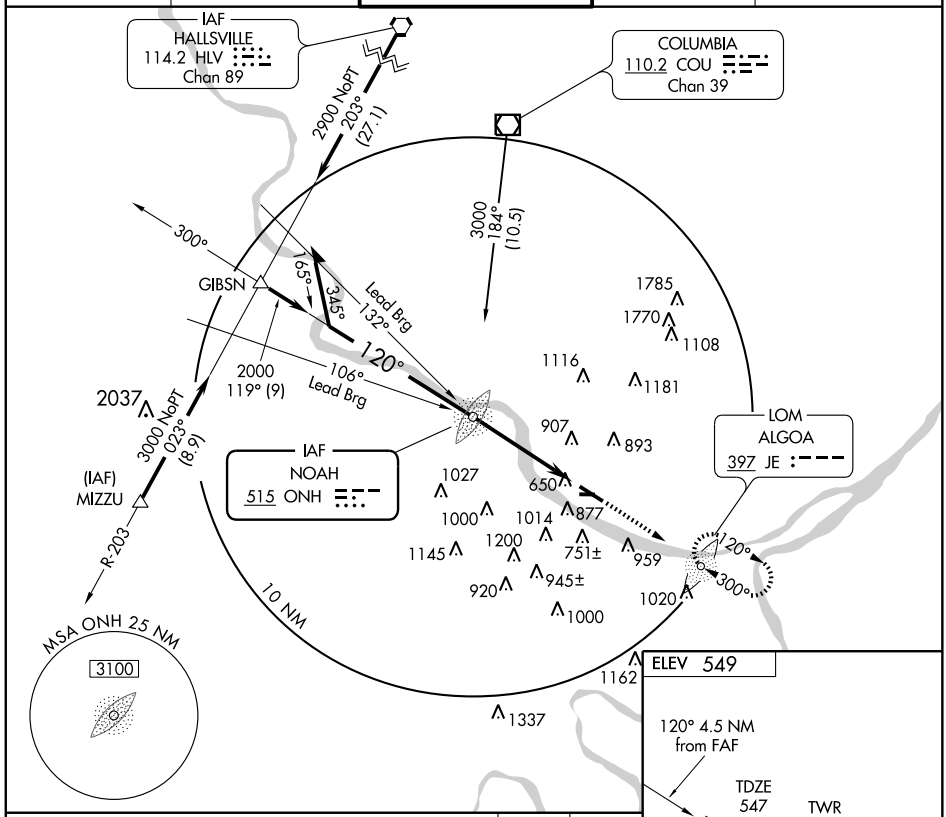

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30 | 749-½ 200 (200-½) | | | |
| S-LOC 30 | 880-½ 331 (400-½) | | | 880-¾ 331 (400-¾) |
| CIRCLING | 1280-1 731 (800-1) | | 1280-2 731 (800-2) | 1320-2½ 771 (800-2½) |

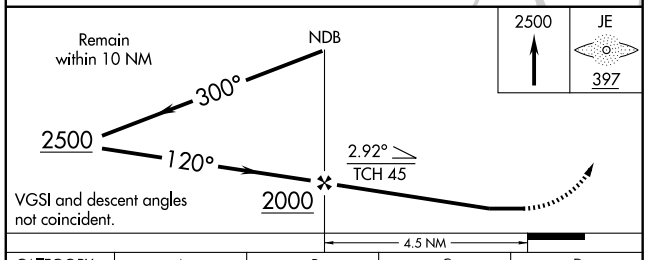
| NDB ONH | APP CRS | Rwy ldg | 6001 |
|---|---|---|---|
| 515 | 120° | TDZE | 547 |
| | | Apt Elev | 549 |

# NDB RWY 12
## JEFFERSON CITY MEMORIAL (JEF)

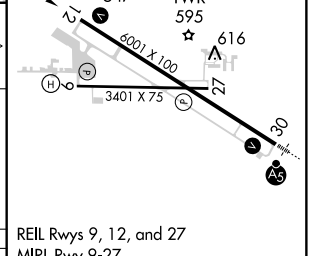
MISSED APPROACH: Climb to 2500 direct JE LOM and hold.

| ASOS | MIZZU APP CON | JEFFERSON CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.625 | 124.375 353.7 | 125.6 (CTAF) L | 121.7 | 122.95 |




VGSI and descent angles not coincident.




REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 1240-1 | 693 (700-1) | 1240-2<br>693 (700-2) | 1240-2¼<br>693 (700-2¼) |
| CIRCLING | 1240-1 | 691 (700-1) | 1240-2<br>691 (700-2) | 1320-2½<br>771 (800-2½) |

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

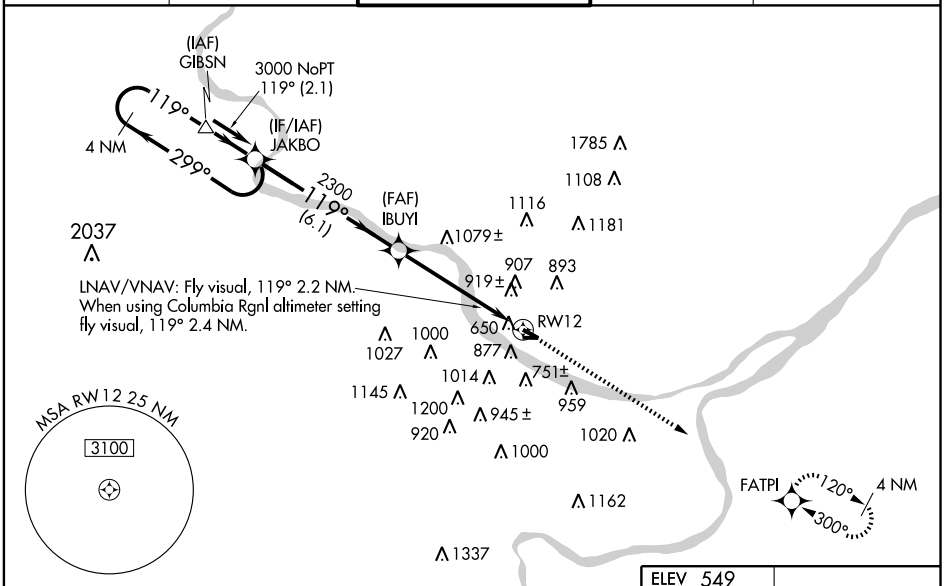
| WAAS CH 49005 W12A | APP CRS 119° | Rwy ldg 6001<br>TDZE 547<br>Apt Elev 549 |
|---|---|---|

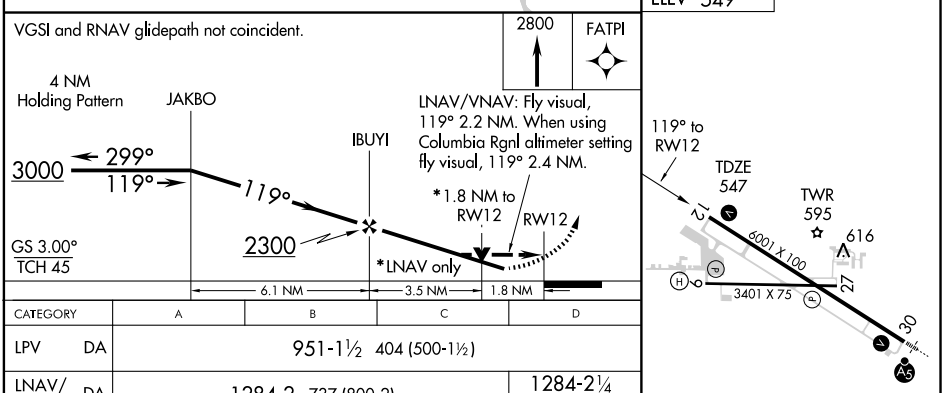
# RNAV (GPS) RWY 12
## JEFFERSON CITY MEMORIAL (JEF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; and increase LPV all Cats visibility ¼ mile, LNAV/VNAV Cats C and D visibility ½ mile, LNAV Cats B, C and D visibility ¼ mile and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2800 direct FATPI and hold.

| ASOS | MIZZU APP CON | JEFFERSON CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.625 | 124.375 353.7 | 125.6 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 951-1½ 404 (500-1½) | | | |
| LNAV/VNAV DA | 1284-2 737 (800-2) | | | 1284-2¼ 737 (800-2¼) |
| LNAV MDA | 1260-1 713 (800-1) | | 1260-2 713 (800-2) | 1260-2¼ 713 (800-2¼) |
| CIRCLING | 1300-1 751 (800-1) | 1300-1¼ 751 (800-1¼) | 1300-2¼ 751 (800-2¼) | 1320-2½ 771 (800-2½) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 86410 W30A | APP CRS 300° | Rwy ldg 6001<br>TDZE 549<br>Apt Elev 549 |
|---|---|---|

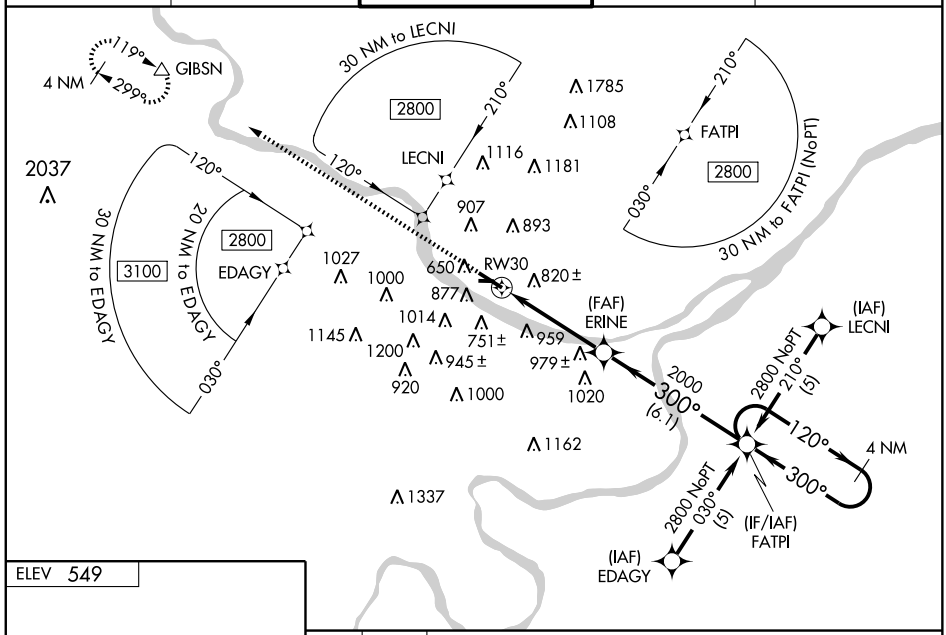
# RNAV (GPS) RWY 30
## JEFFERSON CITY MEMORIAL (JEF)

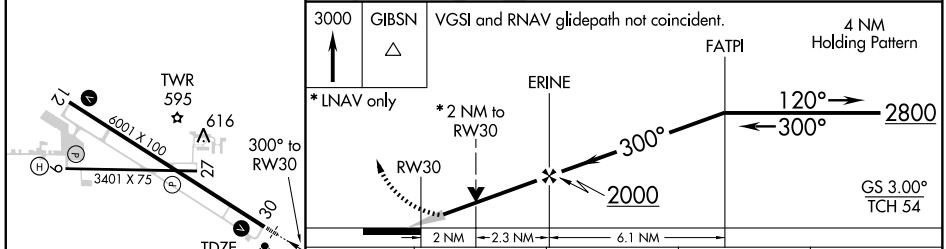
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Columbia Rgnl altimeter settting and increase all DA/MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats B, C, and D, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, when using Columbia Rgnl altimeter setting increase LPV all Cats visibility to 1¼.
Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

| ASOS | MIZZU APP CON | JEFFERSON CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.625 | 124.375 353.7 | 125.6 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 799-½ 250 (300-½) | | | |
| LNAV/VNAV | DA | 1322-2¼ 773 (800-2¼) | | | |
| LNAV | MDA | 1240-½ 691 (700-½) | | 1240-1½ 691 (700-1½) | 1240-1¾ 691 (700-1¾) |
| CIRCLING | | 1300-1 751 (800-1) | 1300-1¼ 751 (800-1¼) | 1300-2¼ 751 (800-2¼) | 1320-2½ 771 (800-2½) |

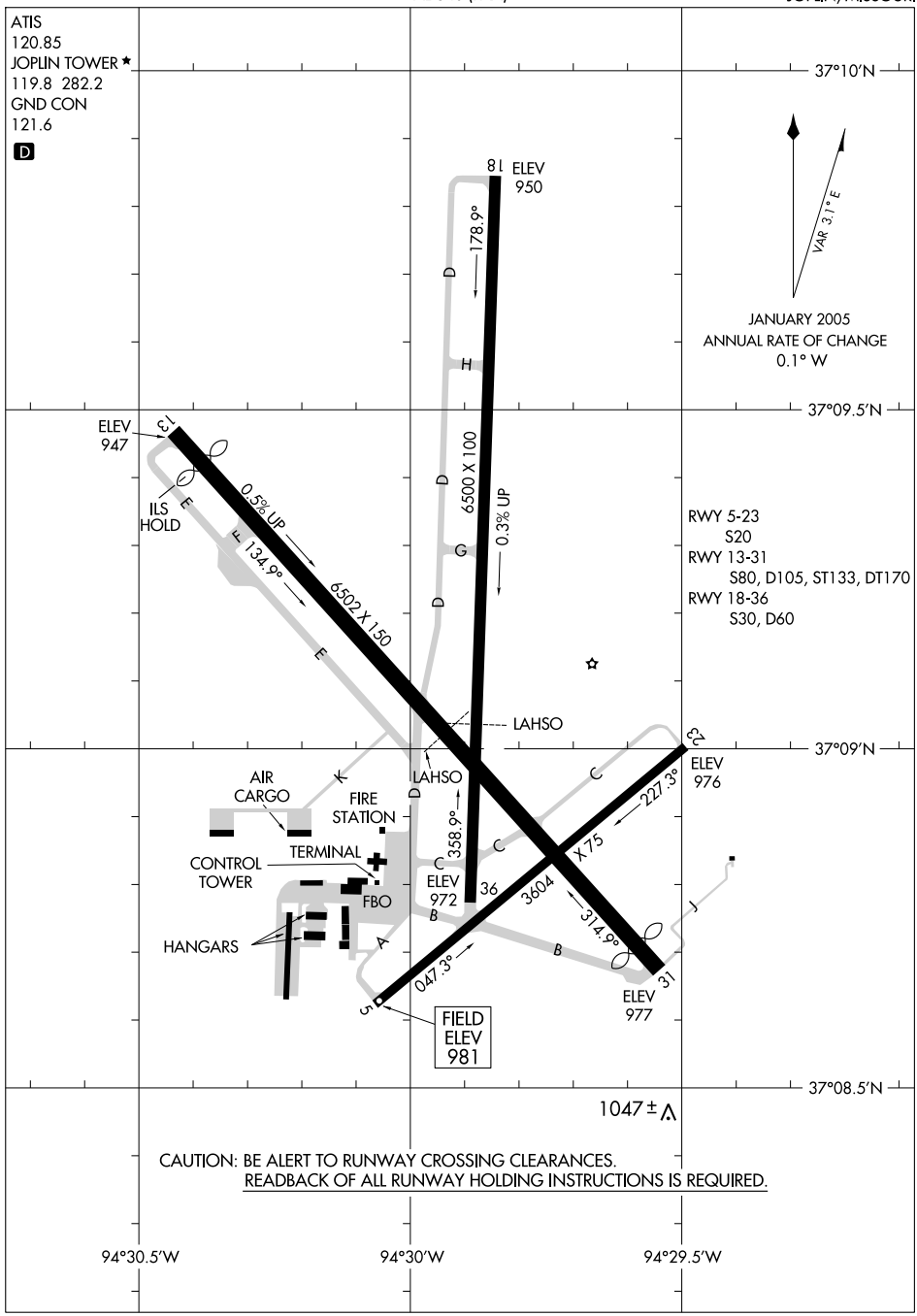
REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

NC-3, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-540 (FAA)

JOPLIN RGNL (JLN)
JOPLIN, MISSOURI



| LOC/DME I-JQX 108.9 Chan 26 | APP CRS 178° | Rwy ldg 6500<br>TDZE 965<br>Apt Elev 981 |
|---|---|---|

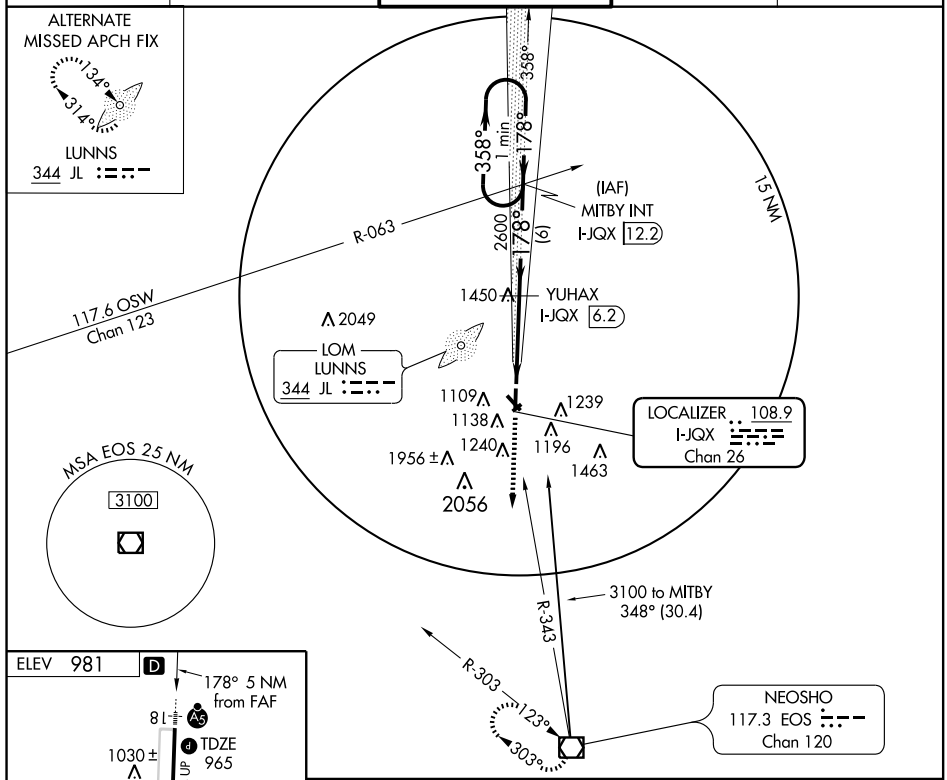
# ILS or LOC/DME RWY 18

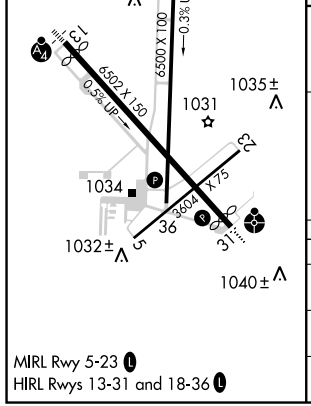
JOPLIN RGNL (JLN)

MALSR

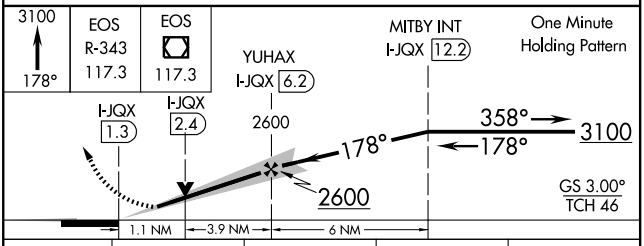
MISSED APPROACH: Climb to 3100 via heading 178° and EOS R-343 to EOS VOR/DME and hold.

| ATIS | KANSAS CITY CENTER | JOPLIN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |




MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 1165/24 200 (200-½) | | | |
| S-LOC 18 | 1340/24 375 (400-½) | | | 1340/40 375 (400-¾) |
| CIRCLING | 1460-1 479 (500-1) | 1500-1 519 (600-1) | 1500-1½ 519 (600-1½) | 1540-2 559 (600-2) |

| LOC I-JLN | APP CRS | Rwy ldg | 5802 |
|---|---|---|---|
| 110.3 | 134° | TDZE | 968 |
| | | Apt Elev | 981 |

# ILS or LOC/NDB RWY 13

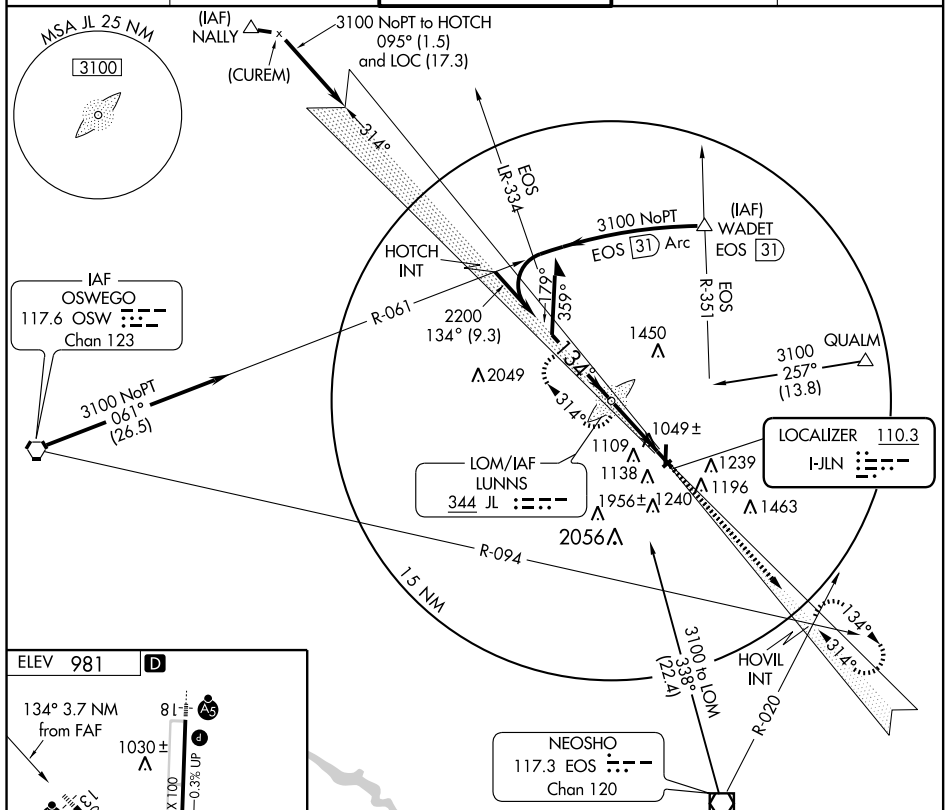
JOPLIN RGNL (JLN)

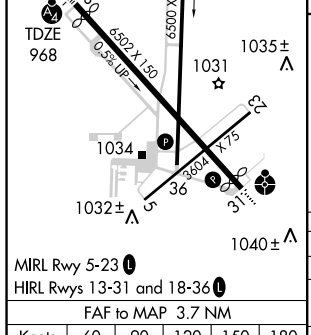
MALSF (NSTD) 1368'.

MALSF

MISSED APPROACH: Climb to 3100 via I-JLN LOC SE course to HOVIL INT and hold.

| ATIS | KANSAS CITY CENTER | JOPLIN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |

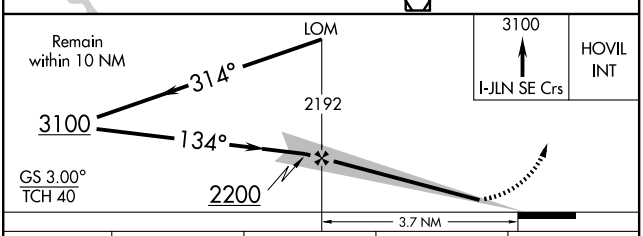



MIRL Rwy 5-23 L

HIRL Rwys 13-31 and 18-36 L

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 1168-¾ 200 (200-¾) | | | |
| S-LOC 13 | 1300-¾ 332 (400-¾) | | | 1300-1 332 (400-1) |
| CIRCLING | 1460-1 479 (500-1) | 1500-1 519 (600-1) | 1500-1½ 519 (600-1½) | 1540-2 559 (600-2) |

| LOC I-JLN | APP CRS | Rwy ldg | 5802 |
|---|---|---|---|
| 110.3 | 314° | TDZE | 978 |
| | | Apt Elev | 981 |

# LOC BC RWY 31
## JOPLIN RGNL (JLN)

ODALS (NSTD) 1438'.
Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 3100 via I-JLN NW course to HOTCH INT and hold.

| ATIS | KANSAS CITY CENTER | JOPLIN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |

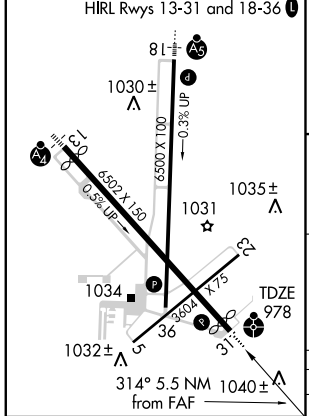
Procedure NA for arrival on EOS VOR/DME airway radials 052 CW 067.

MSA EOS 25 NM
3100

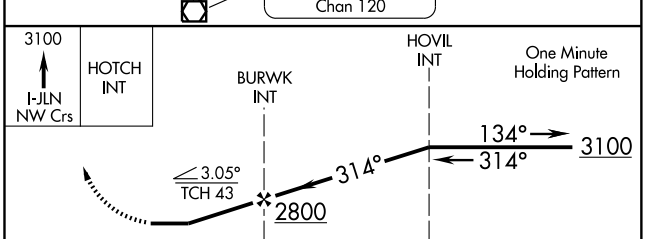
1450
2049
134°
314°
HOTCH INT
LOCALIZER 110.3
I-JLN
OSWEGO
117.6 OSW
Chan 123
R-061
1109
1239
1138
1196
3100 to HOVIL
134° (8.1)
1956±
1240
DROOP
1463
2056
BURWK INT
3100 to HOVIL
094°
(42.8)
2800
(6)
314°
R-094
134°
1 min
314°
(IF/IAF)
HOVIL INT
R-020
10 NM
R-357
134°
3100 NoPT
020°
(10.8)
IAF
NEOSHO
117.3 EOS
Chan 120

BACK COURSE

ELEV 981 D MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1500-1 | 522 (600-1) | 1500-1½<br>522 (600-1½) | 1500-1¾<br>522 (600-1¾) |
| CIRCLING | 1500-1 | 519 (600-1) | 1500-1½<br>519 (600-1½) | 1540-2<br>559 (600-2) |



NC-3. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 90109 W13A | APP CRS 134° | Rwy ldg 5802<br>TDZE 968<br>Apt Elev 981 |
|---|---|---|

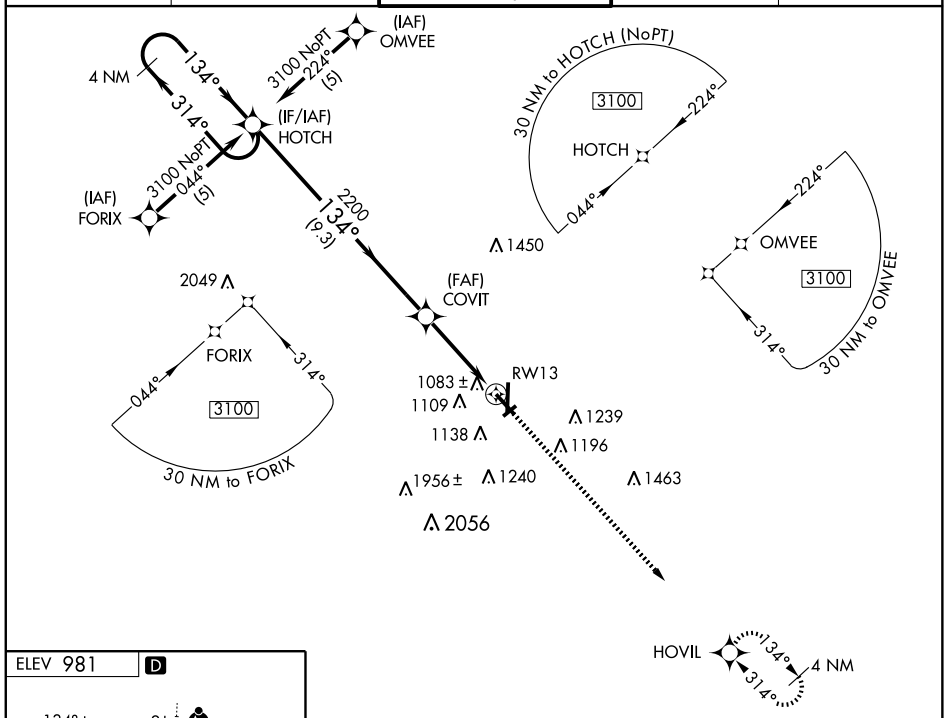
# RNAV (GPS) RWY 13
## JOPLIN RGNL (JLN)

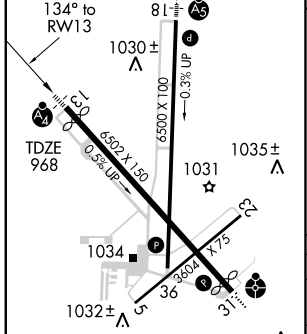
T MALSF (NSTD) 1368'.
DME/DME RNP-0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F)
For inoperative MALSF, increase LPV CATS A/B/C visibility to 1.

MALSF

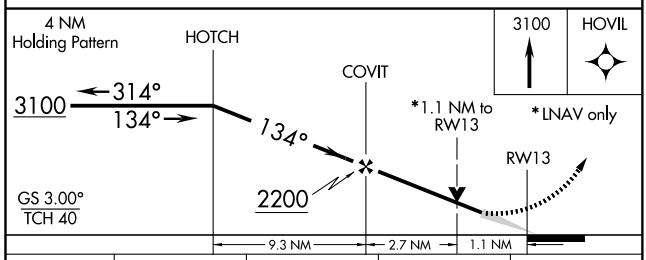
MISSED APPROACH: Climb to 3100 direct HOVIL and hold.

| ATIS | KANSAS CITY CENTER | JOPLIN TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |




MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1220-¾ 252 (300-¾) | | | 1220-1 252 (300-1) |
| LNAV/VNAV DA | 1380-1¼ 412 (400-1¼) | | | 1380-1½ 412 (400-1½) |
| LNAV MDA | 1340-¾ 372 (400-¾) | | | 1340-1 372 (400-1) |
| CIRCLING | 1460-1½ 479 (500-1½) | 1500-1½ 519 (600-1½) | | 1540-2 559 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 97309 W18A | APP CRS 178° | Rwy ldg 6500<br>TDZE 965<br>Apt Elev 981 |
|---|---|---|

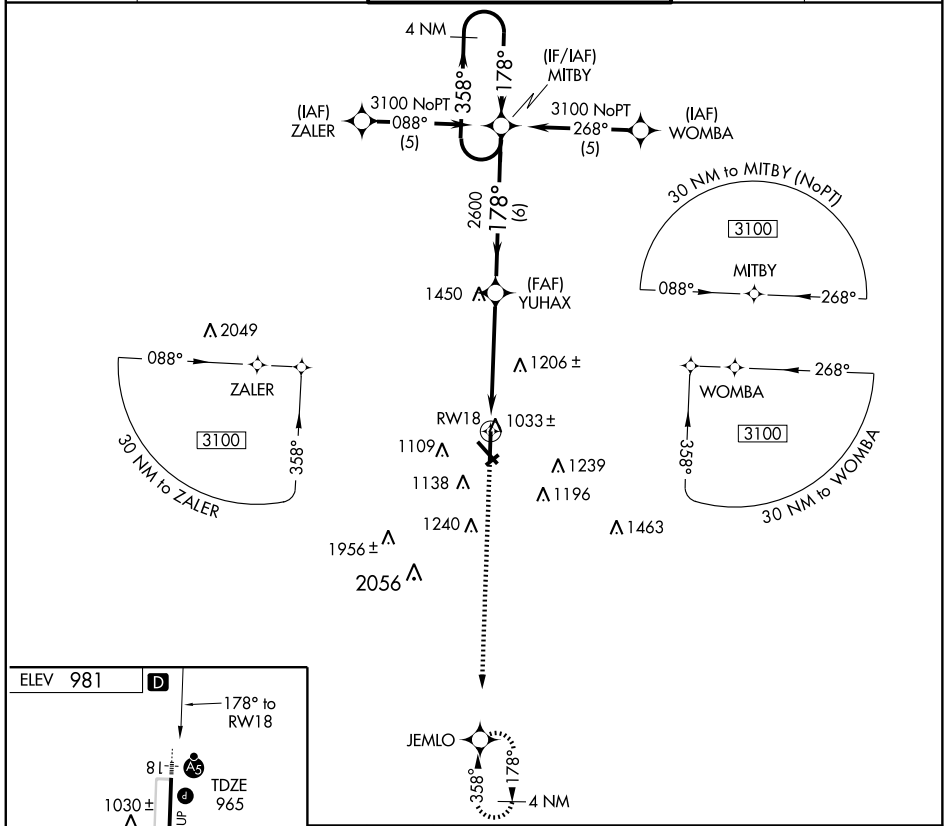
# RNAV (GPS) RWY 18
## JOPLIN RGNL (JLN)

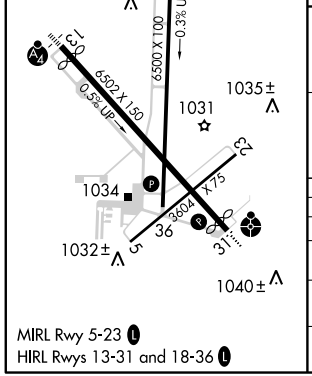
DME/DME RNP- 0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F).
For inoperative MALSR, increase LPV all CATS visibility to RVR 5000.

MALSR

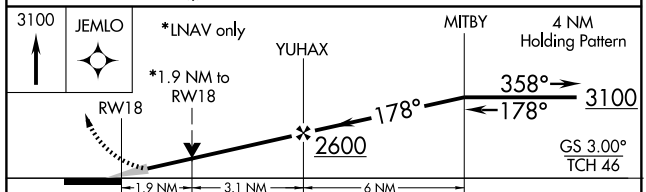
MISSED APPROACH: Climb to 3100 direct JEMLO and hold.

| ATIS | KANSAS CITY CENTER | JOPLIN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |




MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1220/24 255 (300-½) | | | |
| LNAV/VNAV DA | 1460/60 495 (500-1¼) | | | |
| LNAV MDA | 1600/24 635 (700-½) | | 1600/60 635 (700-1¼) | 1600-1½ 635 (700-1½) |
| CIRCLING | 1600-1¾ 619 (700-1¾) | | | 1600-2 619 (700-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5802 |
|---|---|---|
| 314° | TDZE | 978 |
| | Apt Elev | 981 |

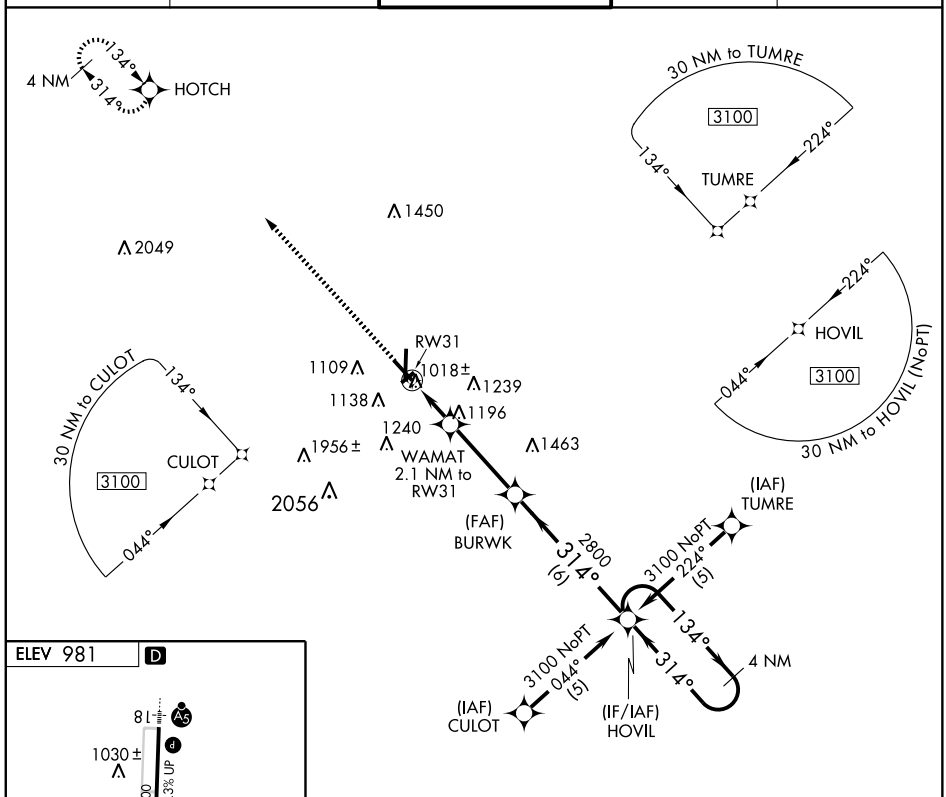
# RNAV (GPS) RWY 31
## JOPLIN RGNL (JLN)

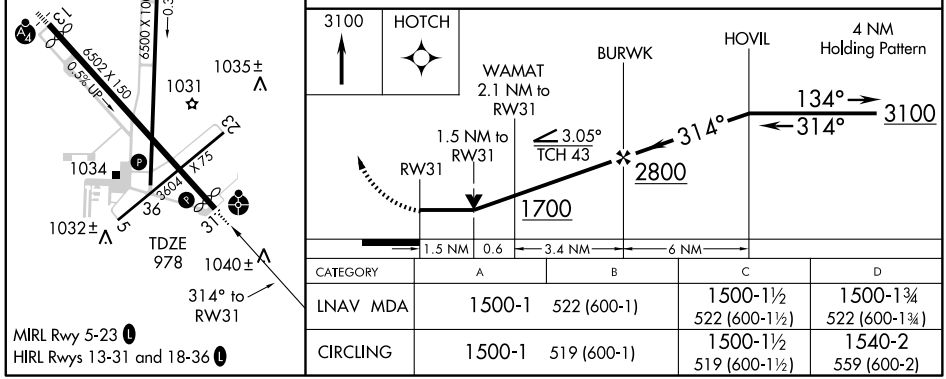
Circling to Rwy 5 not authorized at night.
DME/DME RNP-0.3 not authorized.
ODALS (NSTD) 1438′.
Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 3100 direct HOTCH and hold.

| ATIS | KANSAS CITY CENTER | JOPLIN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1500-1 522 (600-1) | | 1500-1½ 522 (600-1½) | 1500-1¾ 522 (600-1¾) |
| CIRCLING | 1500-1 519 (600-1) | | 1500-1½ 519 (600-1½) | 1540-2 559 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

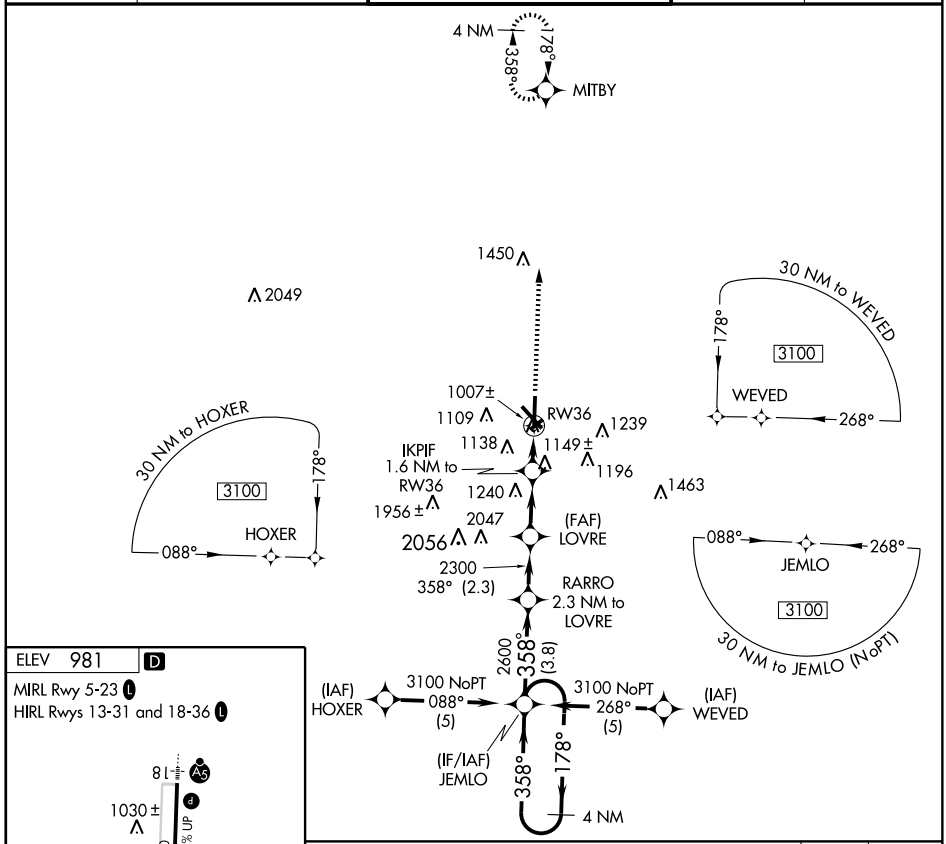
| APP CRS | Rwy ldg | 6500 |
|---|---|---|
| 358° | TDZE | 972 |
| | Apt Elev | 981 |

# RNAV (GPS) RWY 36
## JOPLIN RGNL (JLN)

DME/DME RNP- 0.3 not authorized.

MISSED APPROACH: Climb to 3100 direct MITBY and hold.

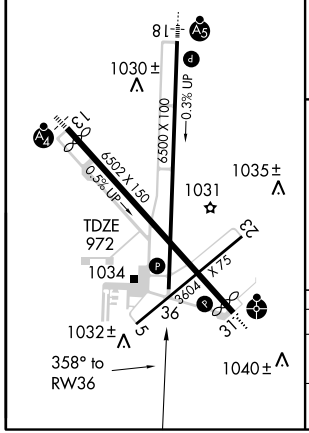
| ATIS | KANSAS CITY CENTER | JOPLIN TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.85 | 128.6 282.325 | 119.8 (CTAF) L 282.2 | 121.6 | 122.95 |

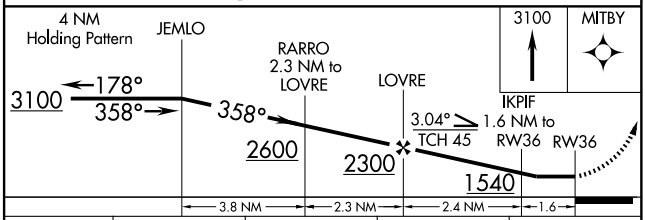



ELEV 981 D

MIRL Rwy 5-23 L

HIRL Rwys 13-31 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 428 (500-1) | | 1400-1¼ 428 (500-1¼) | 1400-1½ 428 (500-1½) |
| CIRCLING | 1460-1 479 (500-1) | 1500-1 519 (600-1) | 1500-1½ 519 (600-1½) | 1540-2 559 (600-2) |

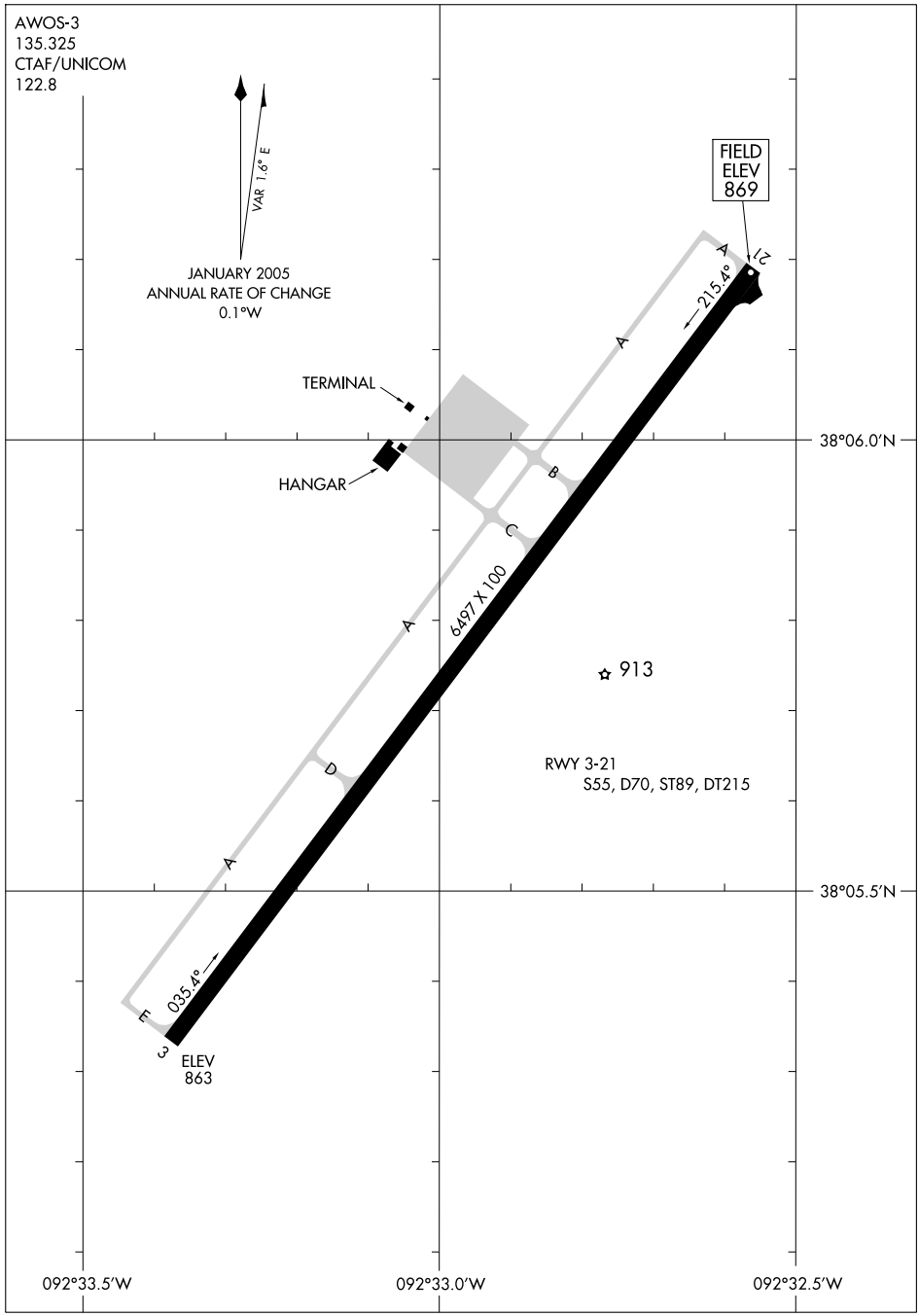
NC-3, 14 JAN 2010 to 11 FEB 2010

09295

# AIRPORT DIAGRAM

AL-5765 (FAA)

KAISER/LEE C. FINE MEMORIAL (AIZ)
KAISER/LAKE OZARK, MISSOURI




NC-3, 14 JAN 2010 to 11 FEB 2010

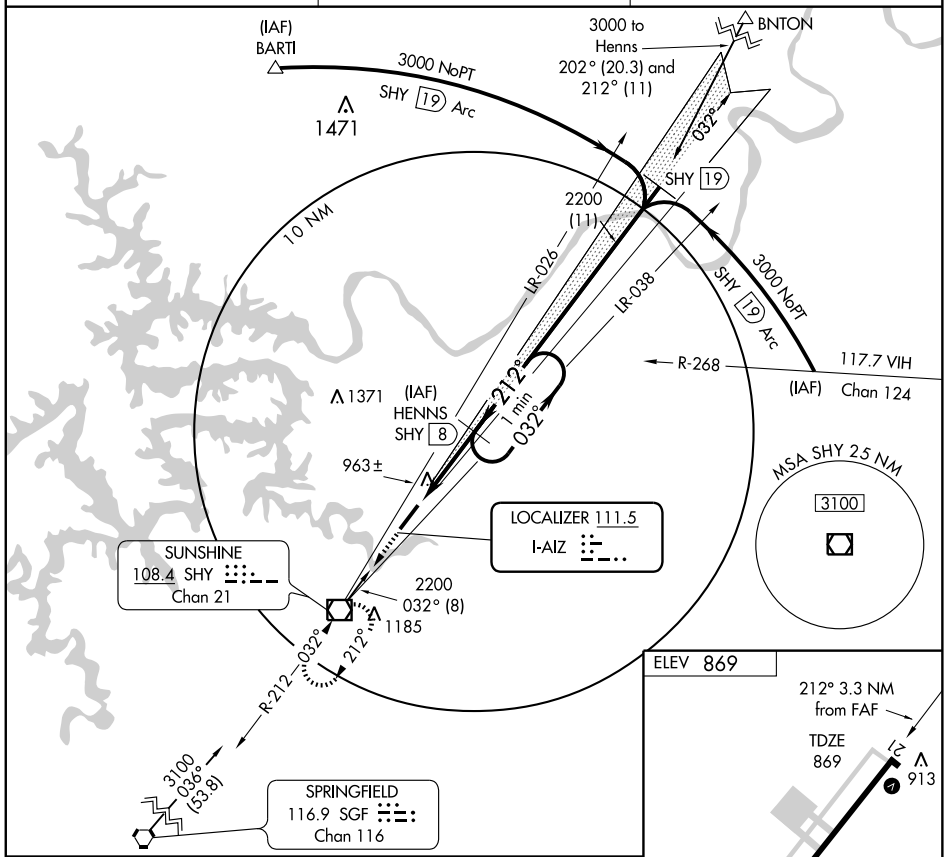
| LOC I-AIZ | APP CRS | Rwy ldg | 6497 |
|---|---|---|---|
| 111.5 | 212° | TDZE | 869 |
| | | Apt Elev | 869 |

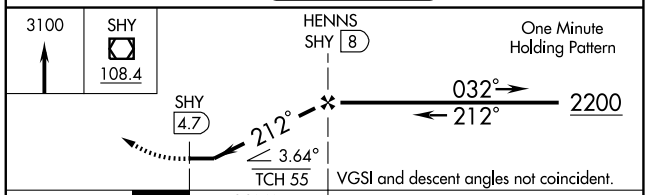
# LOC/DME RWY 21

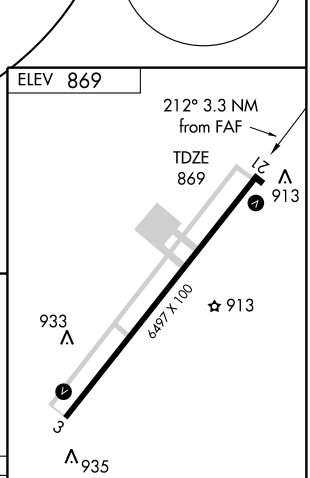
## KAISER/ LEE C. FINE MEMORIAL (AIZ)

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold.

| AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1220-1 351 (400-1) | | | NA |
| CIRCLING | 1400-1 531 (600-1) | | 1440-1½ 571 (600-1½) | NA |

MIRL Rwy 3-21

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 65901 W03A | APP CRS 032° | Rwy ldg 6497<br>TDZE 863<br>Apt Elev 869 |
|---|---|---|

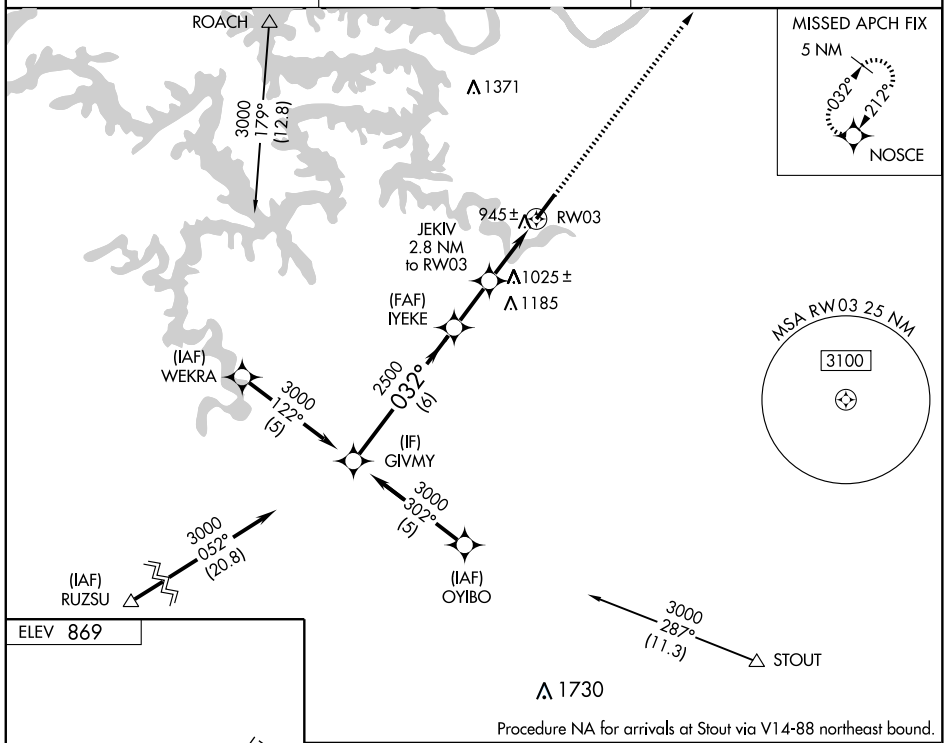
# RNAV (GPS) RWY 3

## KAISER/LEE C FINE MEMORIAL (AIZ)

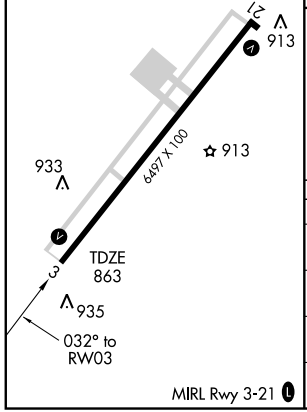
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F).
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. Baro-VNAV NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, straight-in/circling Rwy 3 NA at night.

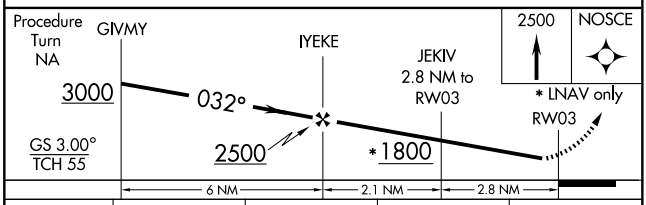
MISSED APPROACH: Climb to 2500 direct NOSCE and hold.

| AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




Procedure NA for arrivals at Stout via V14-88 northeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1142-1 279 (300-1) | | | NA |
| LNAV/VNAV DA | 1214-1¼ 351 (400-1¼) | | | NA |
| LNAV MDA | 1280-1 417 (500- 1) | | 1280-1¼ 417 (500-1¼) | NA |
| CIRCLING | 1400-1¼ 531 (600-1¼) | | 1440-1½ 571 (600-1½) | NA |

| APP CRS | Rwy ldg | 6497 |
|---|---|---|
| 212° | TDZE | 869 |
| | Apt Elev | 869 |

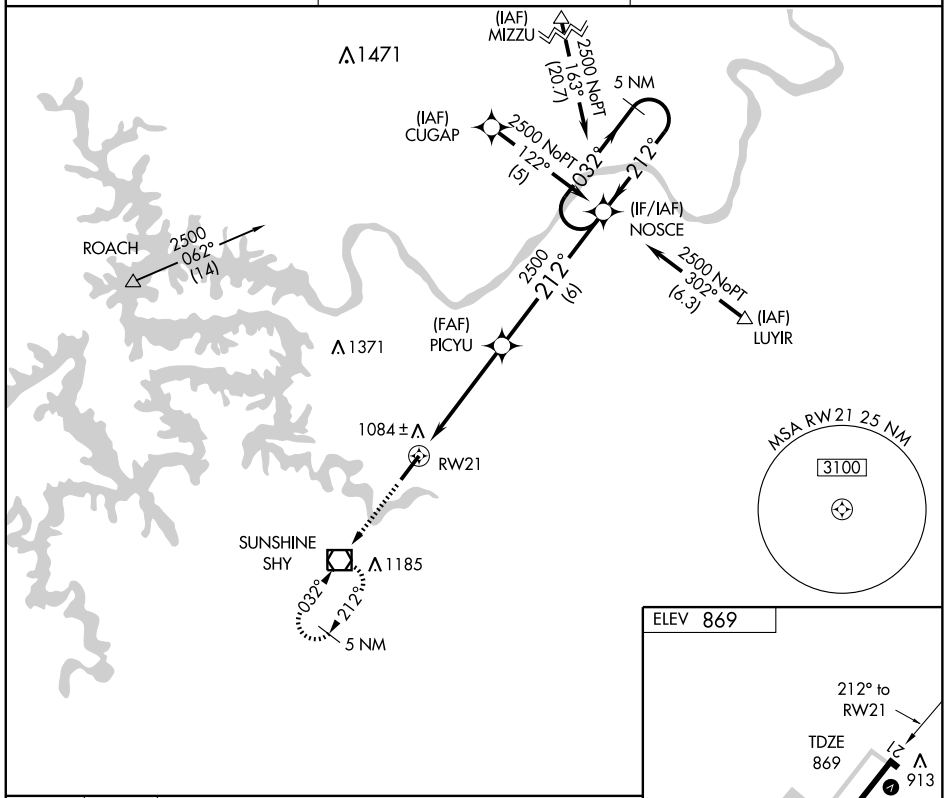
# RNAV (GPS) RWY 21

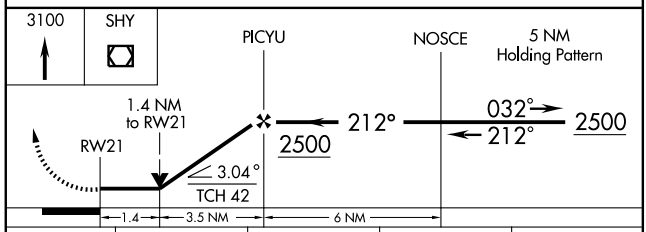
## KAISER/ LEE C. FINE MEMORIAL (AIZ)

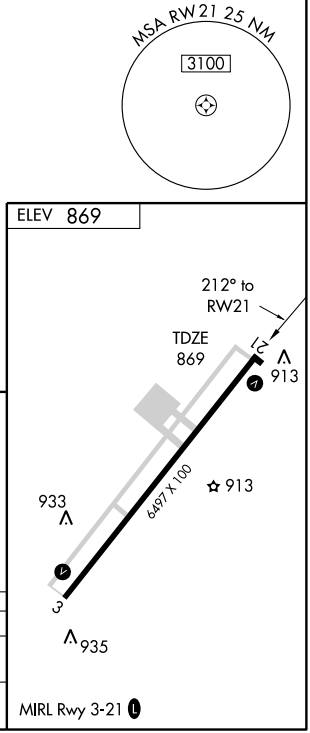
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet.
VDP NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold, continue climb-in-hold to 3100.

| AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 471 (500-1) | | 1340-1¼ 451 (500-1¼) | NA |
| CIRCLING | 1400-1 531 (600-1) | | 1440-1½ 571 (600-1½) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME SHY | APP CRS | Rwy ldg | 6497 |
|---|---|---|---|
| 108.4 | 032° | TDZE | 863 |
| Chan 21 | | Apt Elev | 869 |

# VOR RWY 3

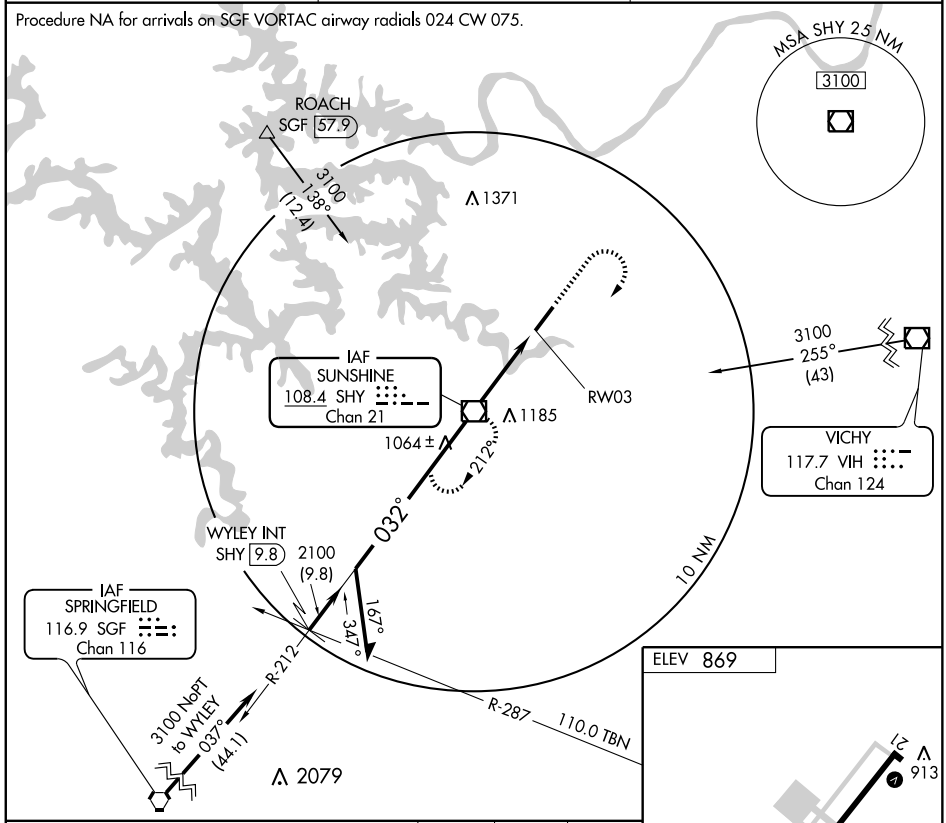
## KAISER/ LEE C. FINE MEMORIAL (AIZ)

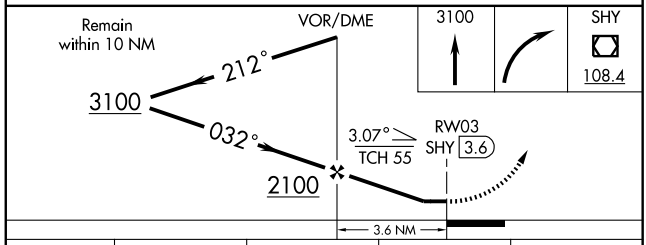
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/ circling Rwy 3 NA at night. Visibility reduction by helicopters NA.

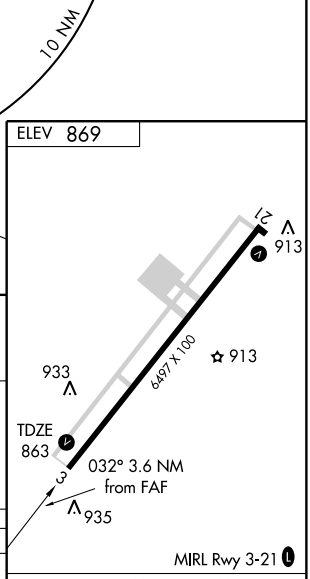
MISSED APPROACH: Climb to 3100 then right turn direct SHY VOR/DME and hold.

| AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |

Procedure NA for arrivals on SGF VORTAC airway radials 024 CW 075.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1320-1 457 (500-1) | | 1320-1¼ 457 (500-1¼) | NA |
| CIRCLING | 1400-1 531 (600-1) | | 1440-1½ 571 (600-1½) | NA |

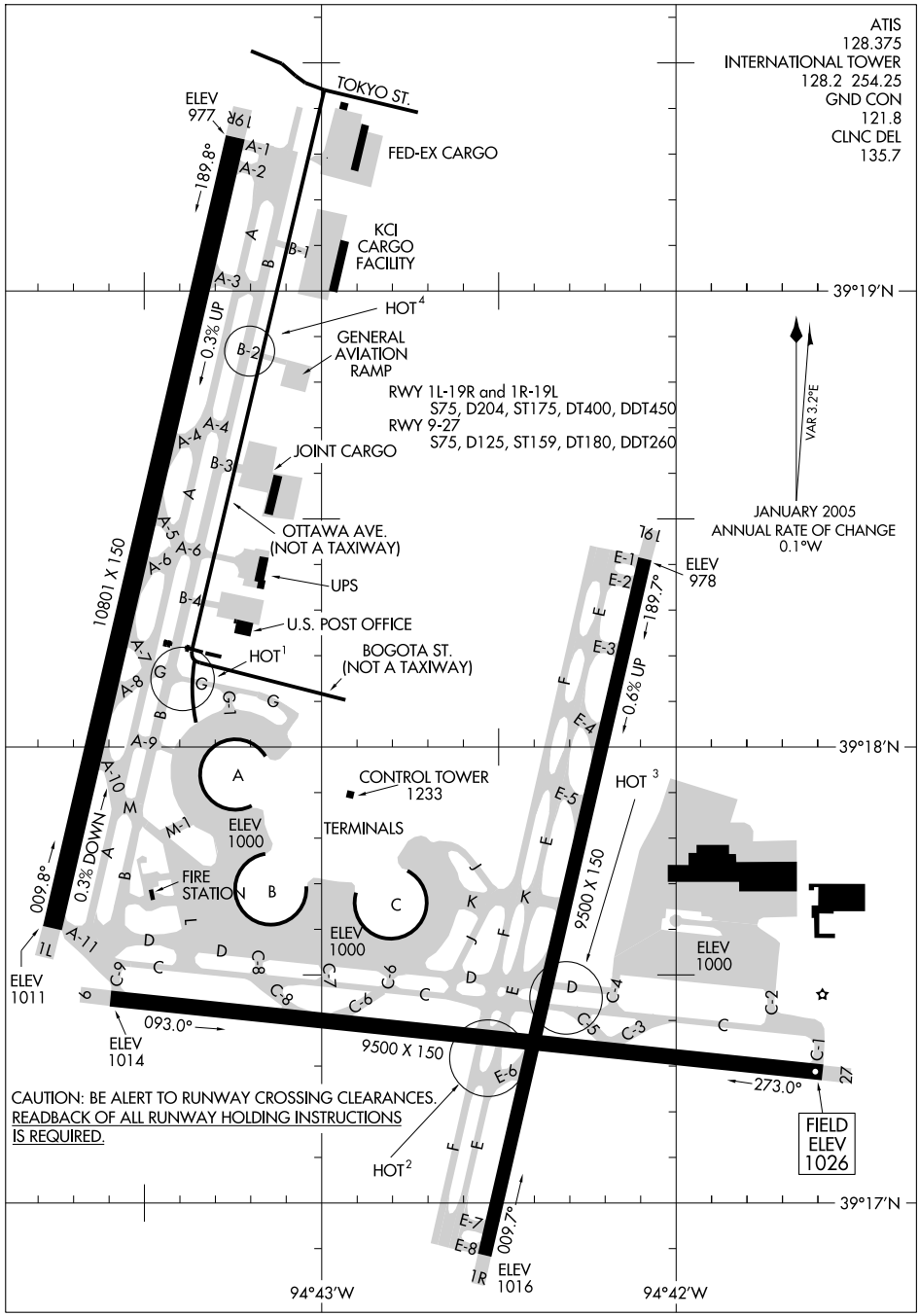
| FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

NC-3, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

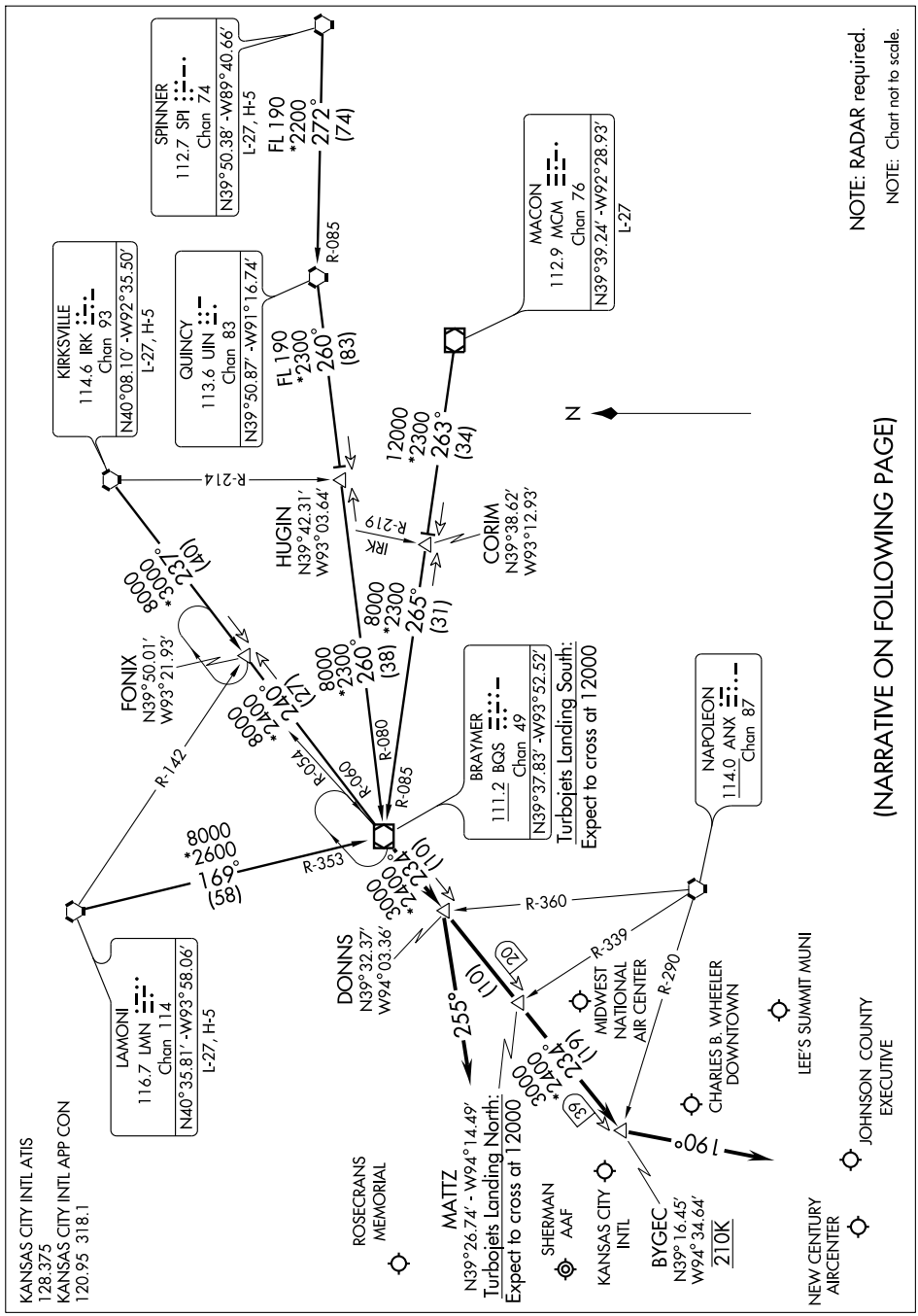



NC-3, 14 JAN 2010 to 11 FEB 2010

# BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

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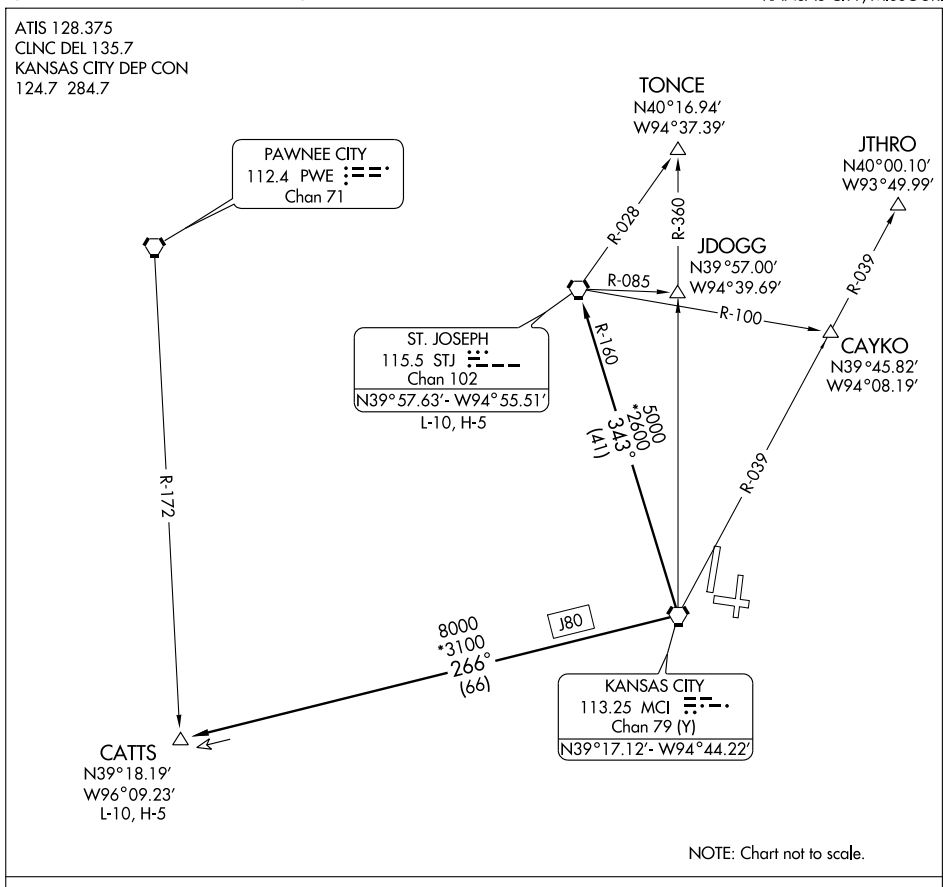
(CHIEF3.MCI) 07298

# CHIEF THREE DEPARTURE

SL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7




NOTE: Chart not to scale.

NC-3, 14 JAN 2010 to 11 FEB 2010

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

| LOC I-DOT | APP CRS | Rwy ldg | 10801 |
|---|---|---|---|
| 110.5 | 008° | TDZE | 1011 |
| | | Apt Elev | 1026 |

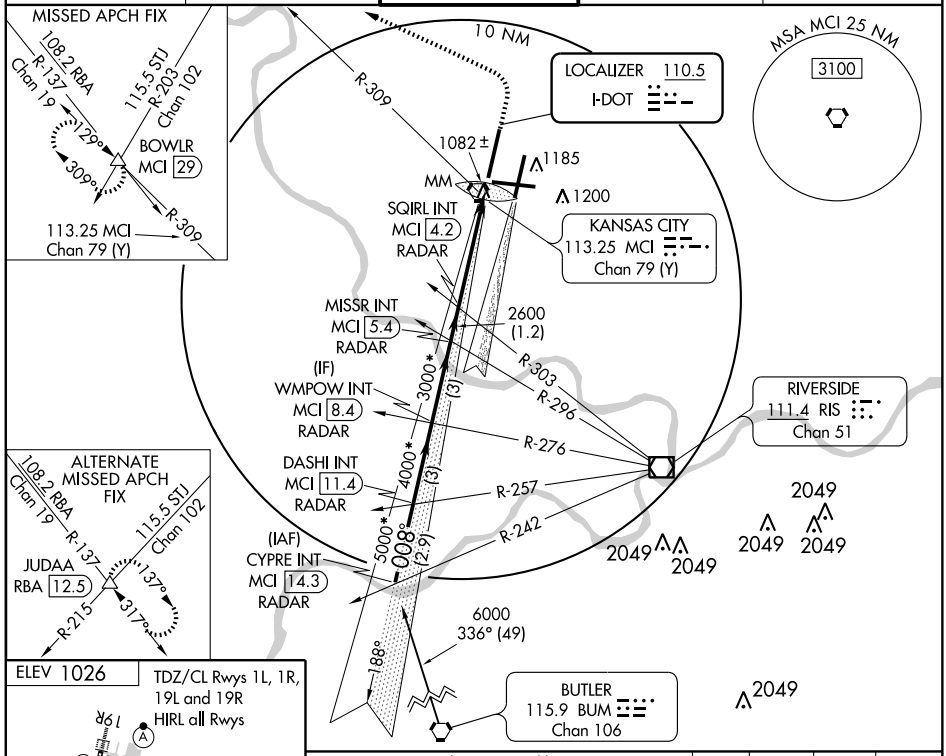
# ILS or LOC RWY 1L
## KANSAS CITY INTL (MCI)

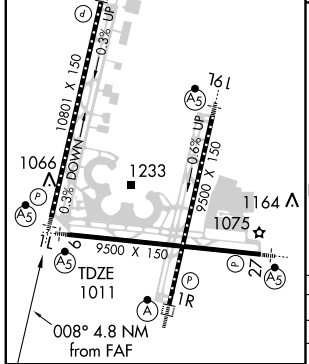
Simultaneous approach authorized with Rwy 1R. LOC procedure NA during simultaneous operations.

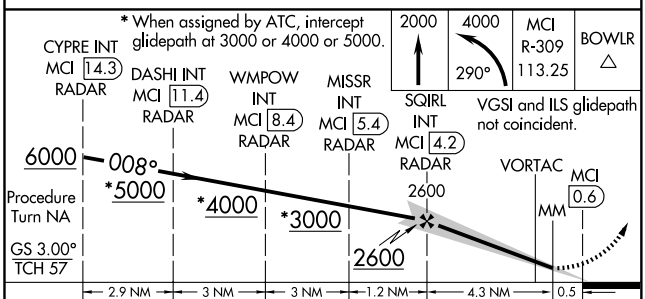
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 290° and MCI R-309 to BOWLR INT/MCI 29 DME and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1L | 1211/18 200 (200-½) | | | |
| S-LOC 1L | 1360/24 349 (400-½) | | | 1360/40 349 (400-¾) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| LOC/DME I-PVL | APP CRS | Rwy ldg | 9500 |
|---|---|---|---|
| 110.75 | 008° | TDZE | 1017 |
| Chan 44 (Y) | | Apt Elev | 1026 |

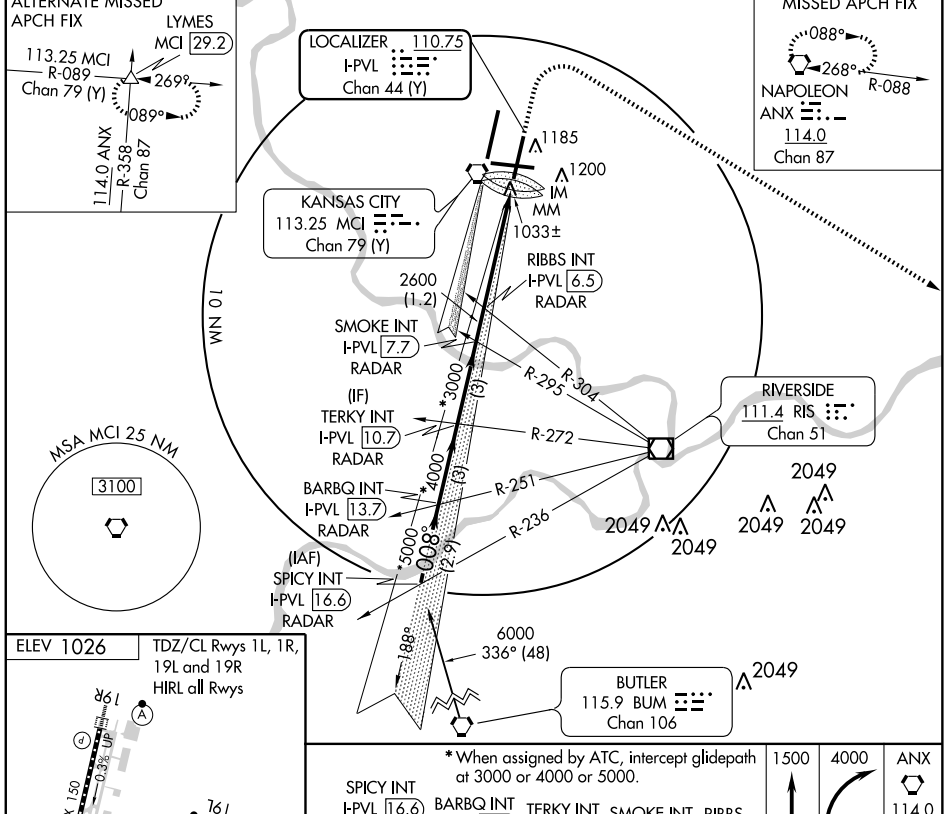
# ILS or LOC RWY 1R
## KANSAS CITY INTL (MCI)

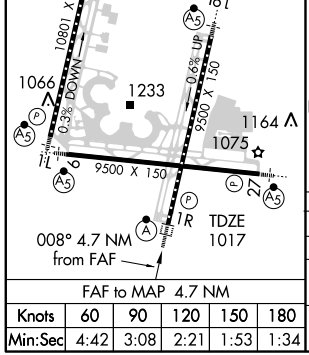
Simultaneous approach authorized with Rwy 1L.
LOC procedure NA during simultaneous operations.

ALSF-2

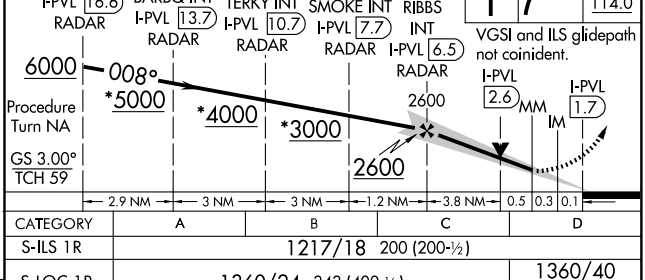
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1R | 1217/18 200 (200-½) | | | |
| S-LOC 1R | 1360/24 343 (400-½) | | | 1360/40 343 (400-¾) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

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| LOC/DME I-RNI | APP CRS | Rwy ldg | 9500 |
|---|---|---|---|
| 109.7 | 091° | TDZE | 1015 |
| Chan 34 | | Apt Elev | 1026 |

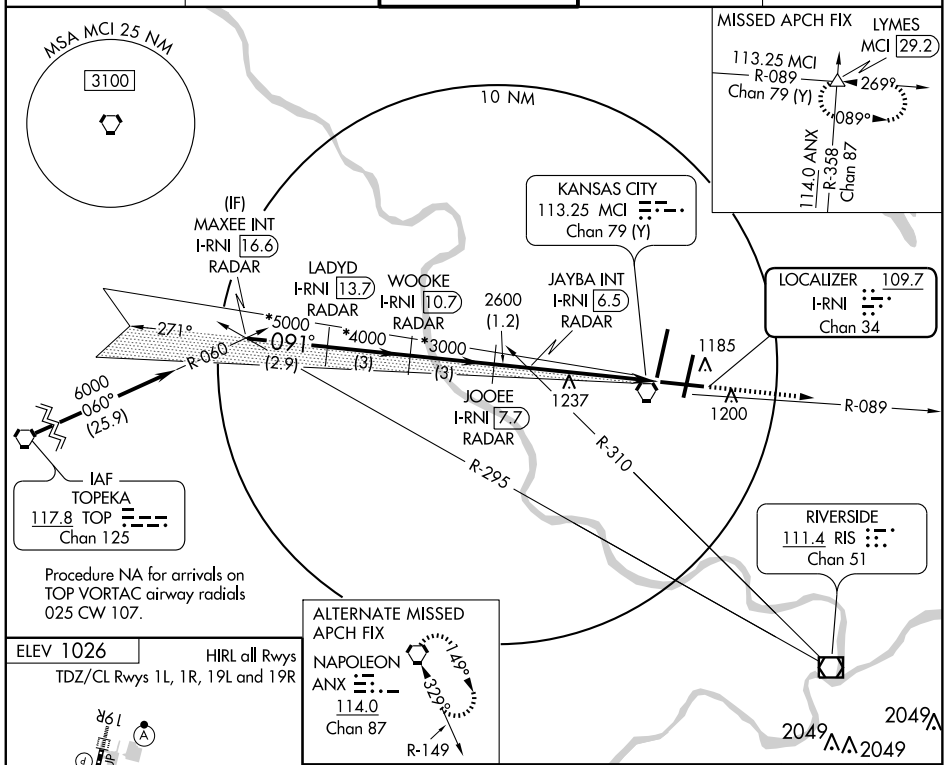
# ILS or LOC RWY 9
## KANSAS CITY INTL (MCI)

For inoperative MALSR, increase S-LOC 9 Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-ILS 9. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 4000 via MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |

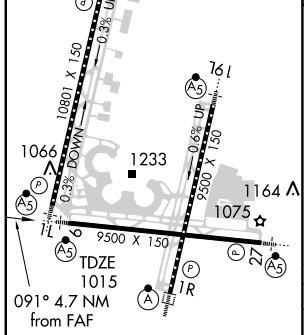



Procedure NA for arrivals on TOP VORTAC airway radials 025 CW 107.

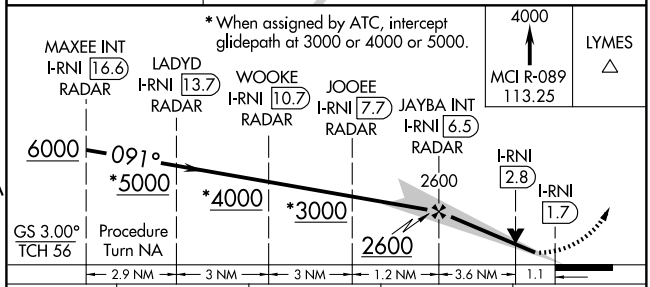
ELEV 1026

HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19L and 19R




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 1265/40 250 (300-¾) | | | |
| S-LOC 9 | 1420/40 405 (400-¾) | | | |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-DYH 109.55 Chan 32 (Y) | APP CRS 188° | Rwy ldg 9500 TDZE 994 Apt Elev 1026 |
|---|---|---|

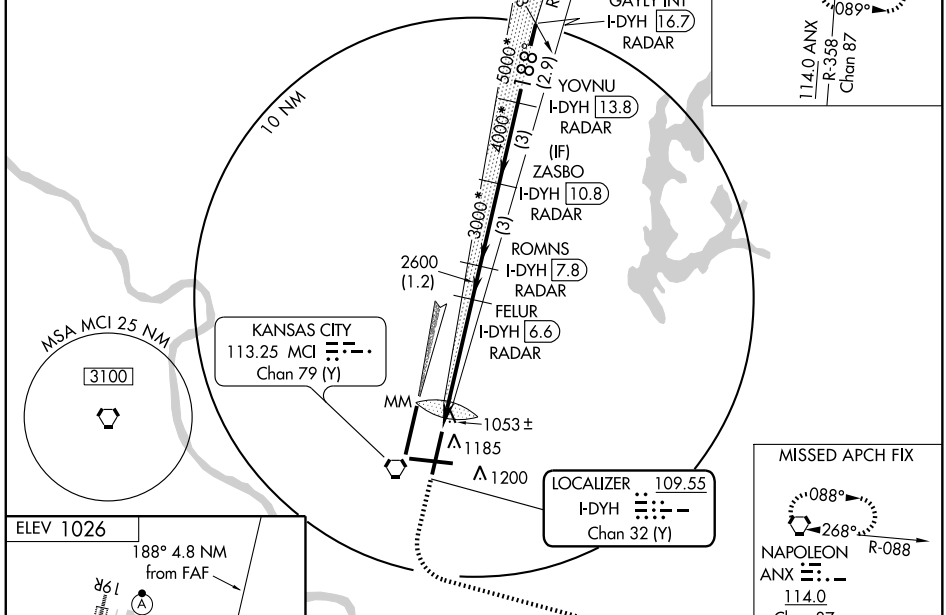
# ILS or LOC RWY 19L
## KANSAS CITY INTL (MCI)

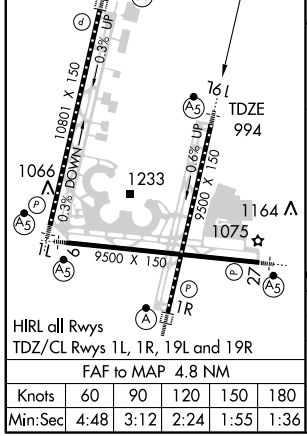
For inoperative MALSR, increase S-LOC 19L Cat D visibility to RVR 5000.
Simultaneous approach authorized with Rwy 19R.
LOC procedures NA during simultaneous operations.
DME or RADAR required.

MALSR

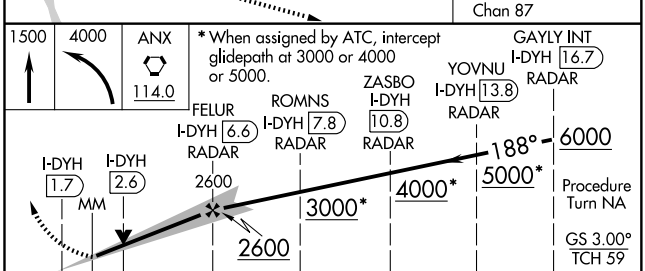
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19L | 1194/18 200 (200-½) | | | |
| S-LOC 19L | 1300/24 306 (300-½) | | | 1300/40 306 (300-¾) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PAJ 109.1 Chan 28 | APP CRS 188° | Rwy ldg 10801 TDZE 989 Apt Elev 1026 |
|---|---|---|

# ILS or LOC RWY 19R

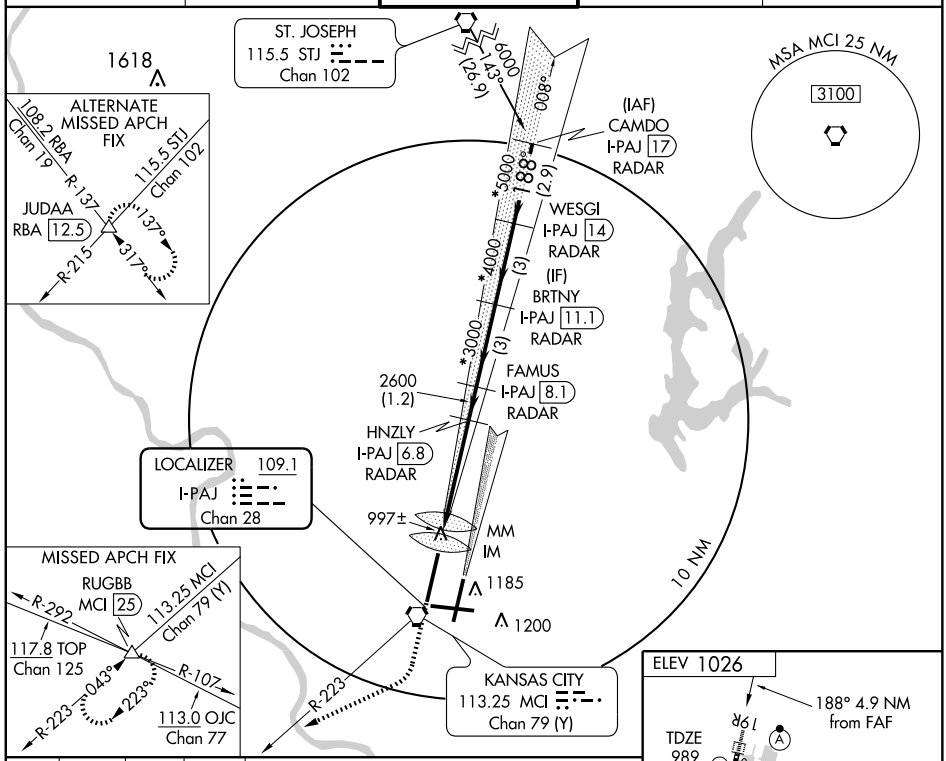
## KANSAS CITY INTL (MCI)

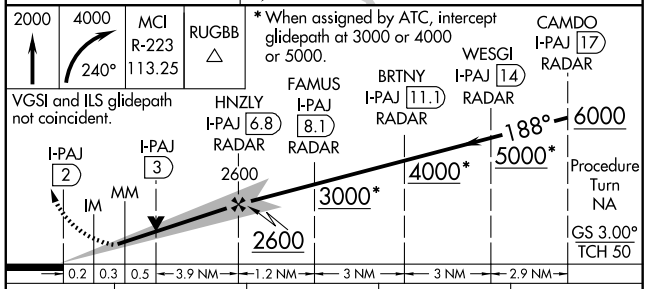
Simultaneous approach authorized with Rwy 19L.
DME or RADAR Required.
LOC procedure NA during simultaneous operations.

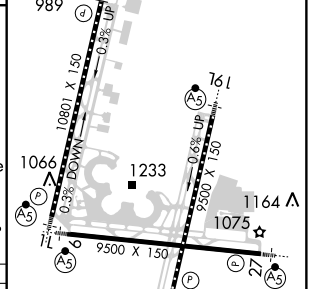
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | 1189/18 200 (200-½) | | | |
| S-LOC 19R | 1360/24 371 (400-½) | | | 1360/40 371 (400-¾) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-UQY 109.7 Chan 34 | APP CRS 271° | Rwy ldg 9500 TDZE 1026 Apt Elev 1026 |
|---|---|---|

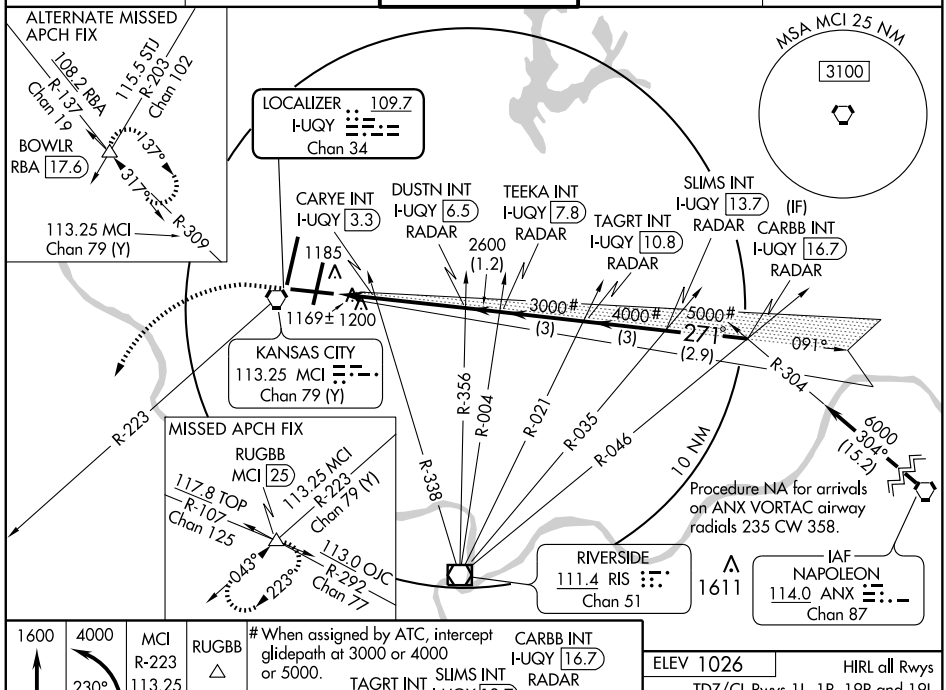
# ILS or LOC RWY 27
## KANSAS CITY INTL (MCI)

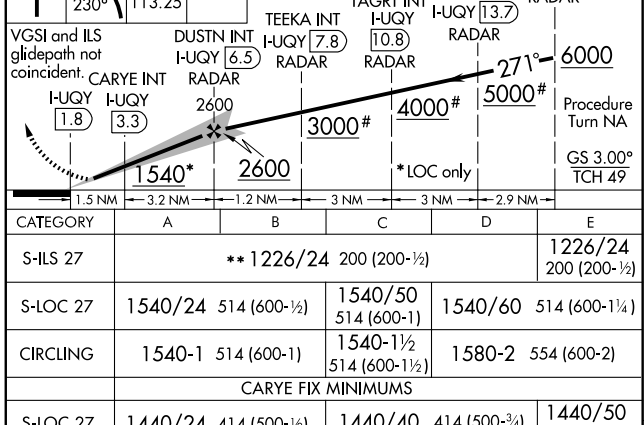
**RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 27 Cat E visibility to RVR 4000, S-LOC 27 Cat E visibility to 1¾ mile and CARYE FIX Minimums S-LOC 27 Cat E visibility to 1½ mile.

MALSR

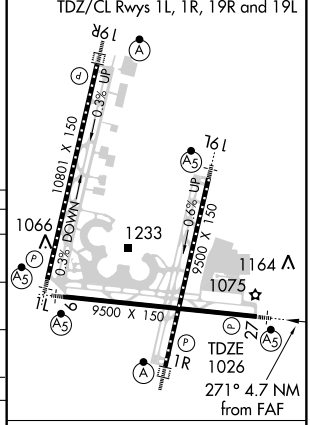
MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 via heading 230° and MCI R-223 to RUGBB INT and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 27 | **1226/24 200 (200-½) | | | | 1226/24 200 (200-½) |
| S-LOC 27 | 1540/24 514 (600-½) | | 1540/50 514 (600-1) | 1540/60 514 (600-1¼) | |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |
| CARYE FIX MINIMUMS | | | | | |
| S-LOC 27 | 1440/24 414 (500-½) | | 1440/40 414 (500-¾) | | 1440/50 414 (500-1) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PVL | APP CRS | Rwy ldg | 9500 |
|---|---|---|---|
| 110.75 | 008° | TDZE | 1017 |
| Chan 44 (Y) | | Apt Elev | 1026 |

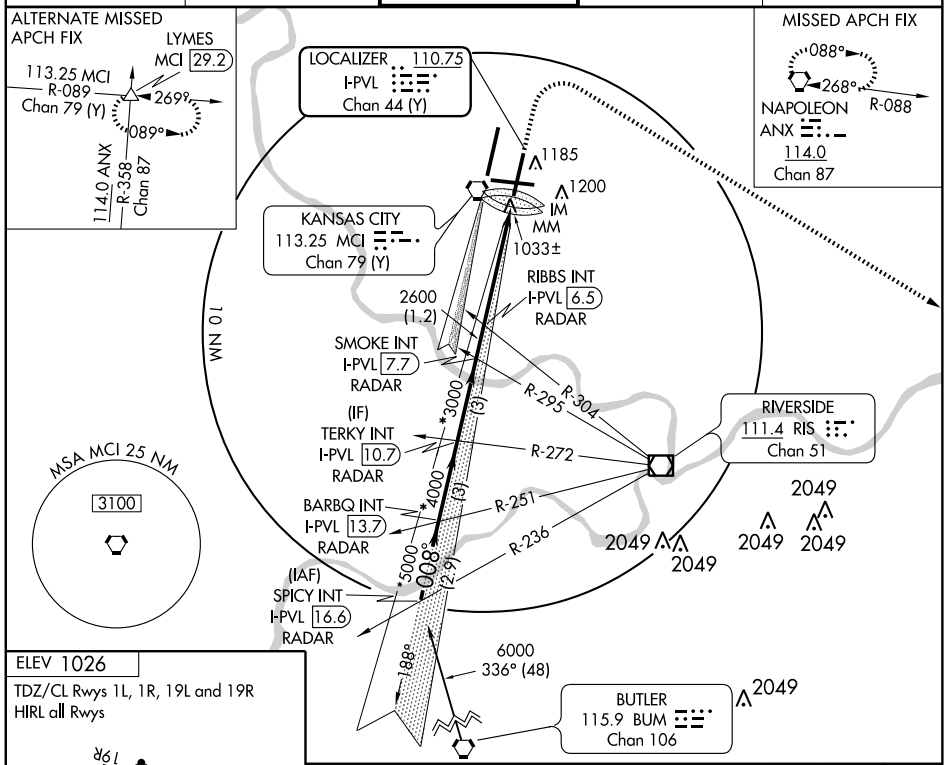
# ILS RWY 1R (CAT II)
## KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

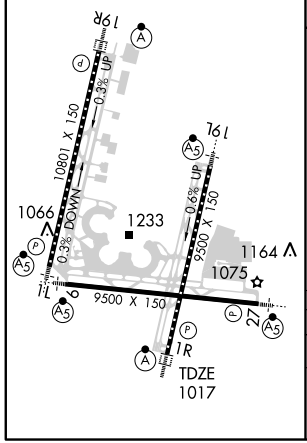
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |

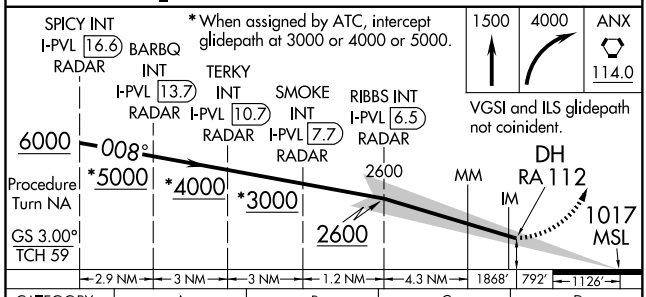



ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R

HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1R | RA 112/12 100 DA 1117 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PVL | APP CRS | Rwy ldg | 9500 |
|---|---|---|---|
| 110.75 | 008° | TDZE | 1017 |
| Chan 44(Y) | | Apt Elev | 1026 |

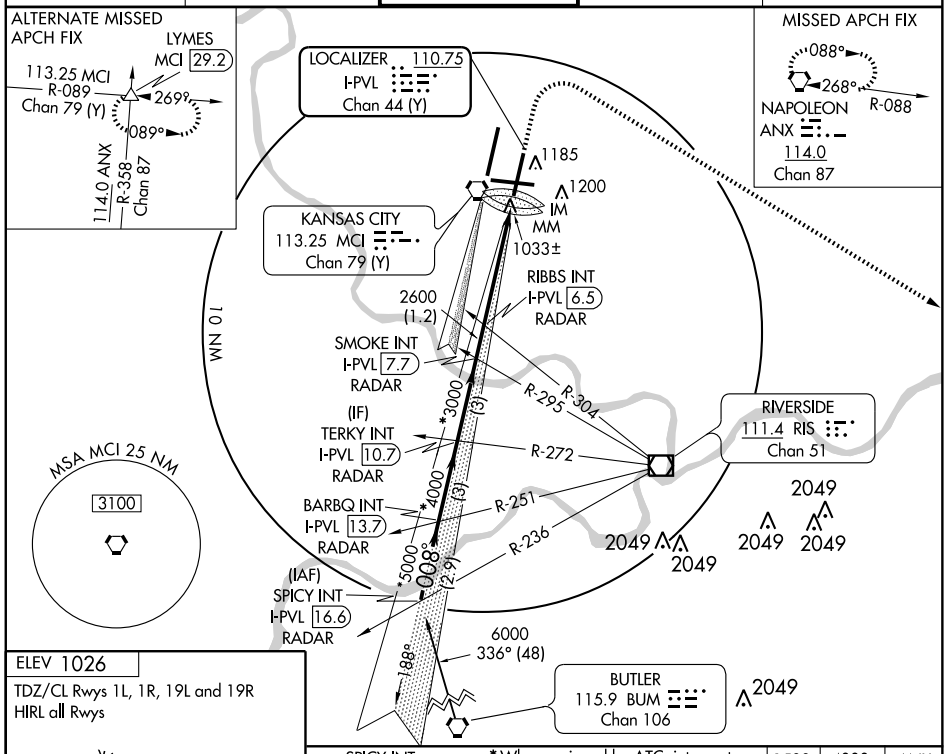
# ILS RWY 1R (CAT III)
## KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

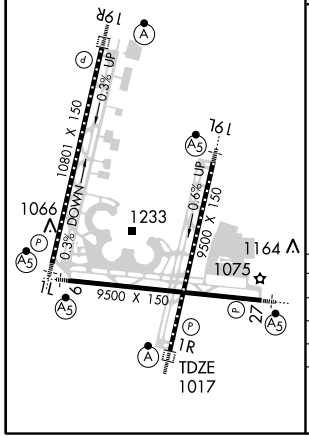
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

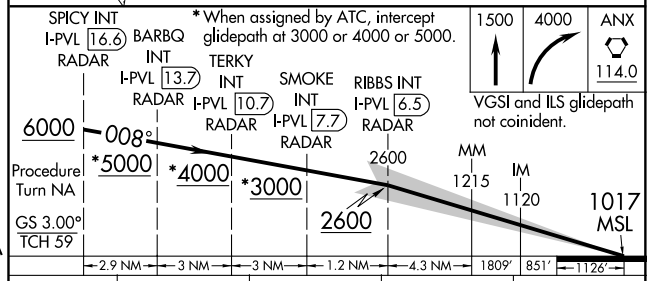
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R
HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1R | | CAT IIIa | RVR 07 | |
| S-ILS 1R | | CAT IIIb | RVR 06 | |
| S-ILS 1R | | CAT IIIc | NA | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

NC-3. 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PAJ | APP CRS | Rwy ldg 10801 |
|---|---|---|
| 109.1 | 188° | TDZE 989 |
| Chan 28 | | Apt Elev 1026 |

# ILS RWY 19R (CAT II)

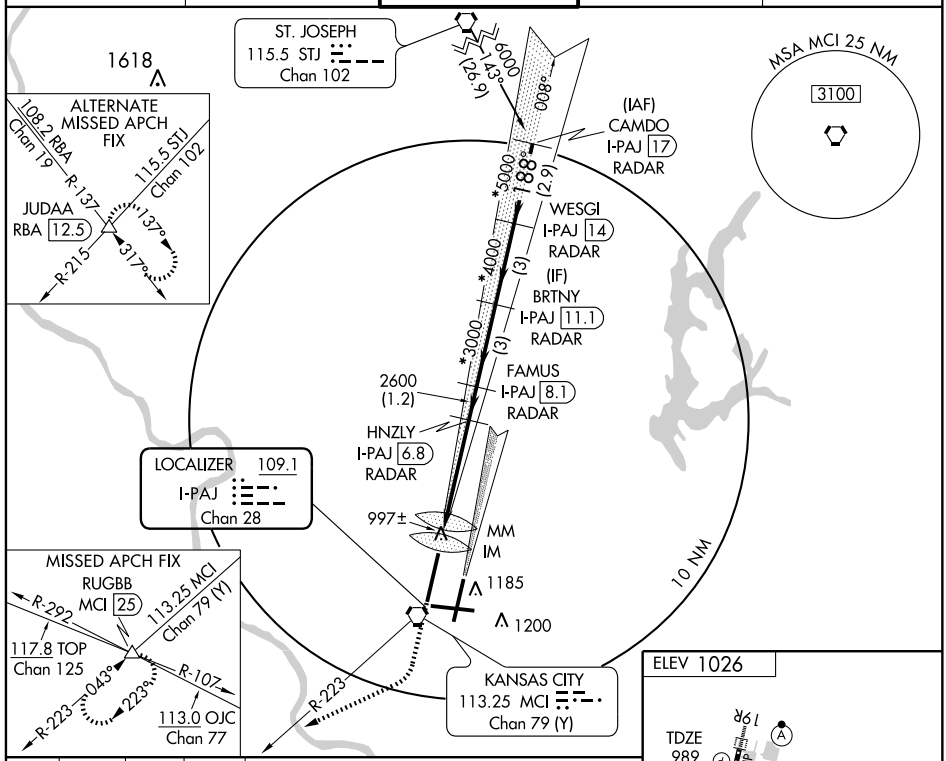
## KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

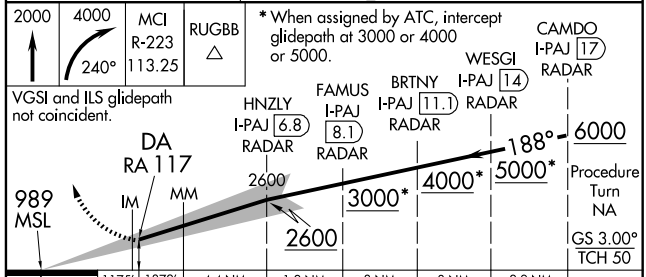
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| 2000 | 4000 | MCI | RUGBB |
|---|---|---|---|
| | 240° | R-223 | |
| | | 113.25 | |

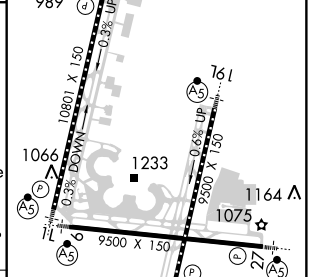
VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | RA 117/12 100 DA 1089 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PAJ | APP CRS | Rwy ldg 10801 |
|---|---|---|
| 109.1 | 188° | TDZE 989 |
| Chan 28 | | Apt Elev 1026 |

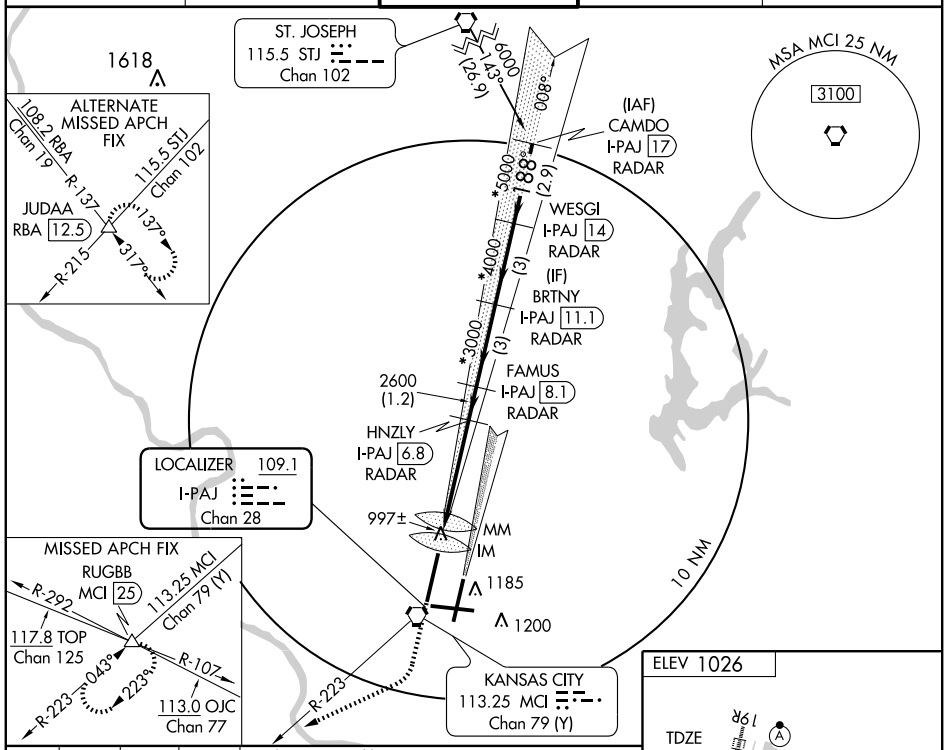
# ILS RWY 19R (CAT III)
## KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

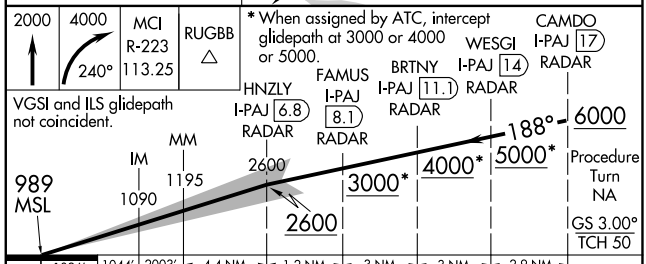
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |

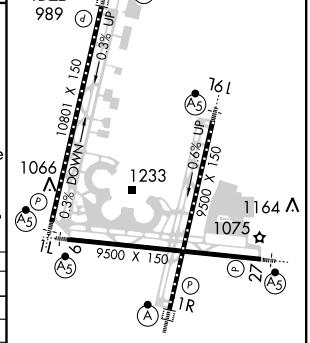



| 2000 | 4000 | MCI | RUGBB |
|---|---|---|---|
| | 240° | R-223 113.25 | △ |

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

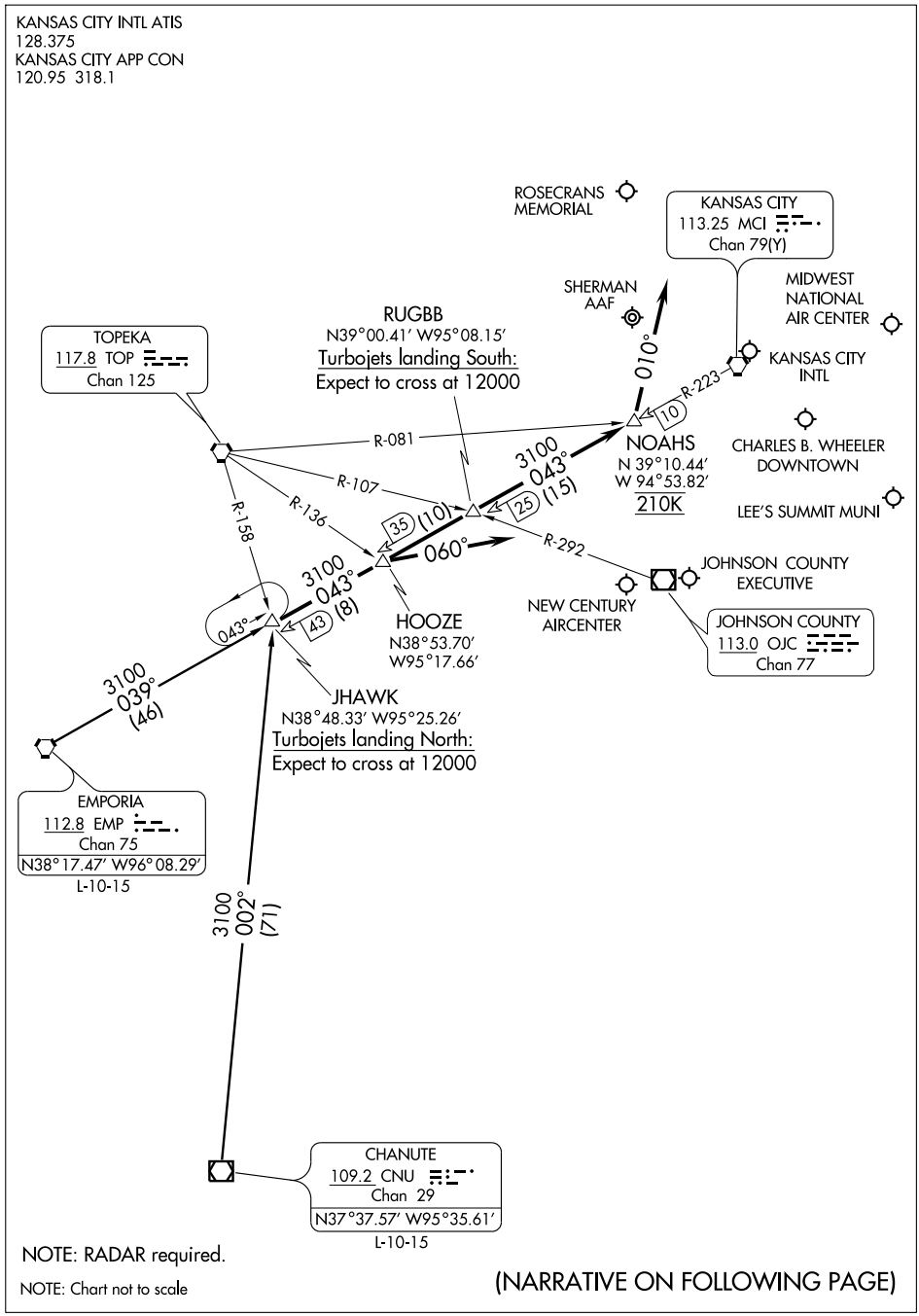
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | CAT IIIa RVR 07 | | | |
| S-ILS 19R | CAT IIIb RVR 06 | | | |
| S-ILS 19R | CAT IIIc NA | | | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

# JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1




NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

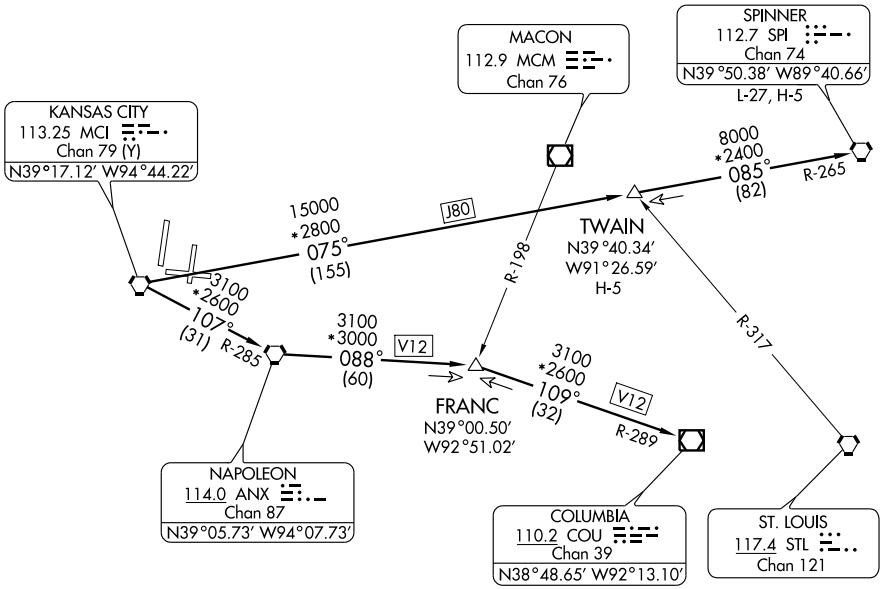
ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

# LAKES FIVE DEPARTURE

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1




TAKE-OFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 1R: Tree 1653′ from DER, 661′ left of centerline, 60′ AGL/1019′ MSL.
Rwy 9: Tree 4544′ from DER, 638′ right of centerline, 100′ AGL/1159′ MSL.
Rwy 27: Trees beginning 1066′ from DER, across centerline, up to 86′ AGL/1095′ MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

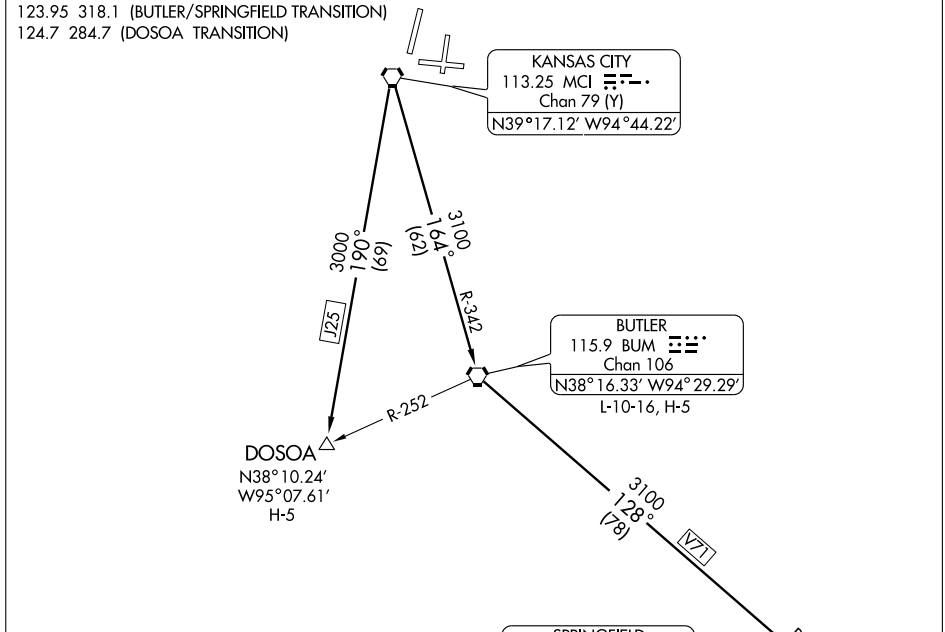
COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

# RACER THREE DEPARTURE

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)
124.7 284.7 (DOSOA TRANSITION)




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

| WAAS CH 42808 W01B | APP CRS 008° | Rwy ldg 10801 TDZE 1011 Apt Elev 1026 |
|---|---|---|

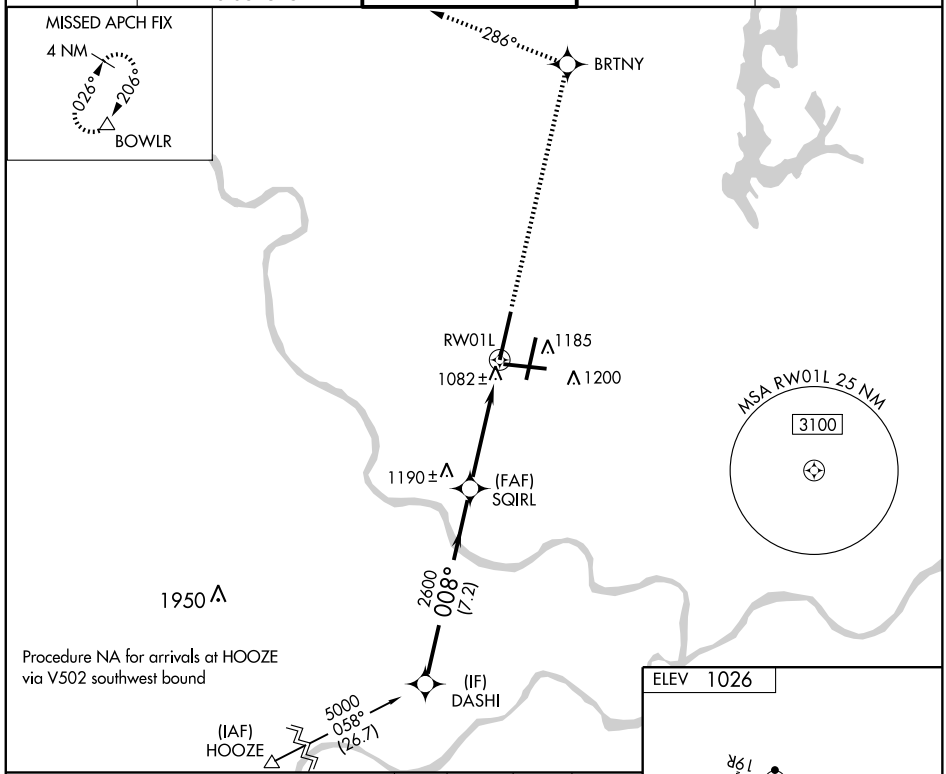
# RNAV (GPS) Y RWY 1L
## KANSAS CITY INTL (MCI)

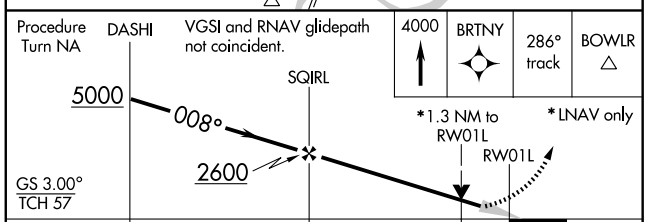
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.

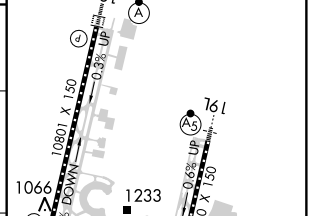
MALSR

MISSED APPROACH: Climb to 4000 direct BRTNY and via 286° track to BOWLR and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1304/24 293 (300-½) | | | |
| LNAV/VNAV DA | 1420/50 409 (400-1) | | | |
| LNAV MDA | 1480/24 469 (500-½) | | 1480/40 469 (500-¾) | 1480/50 469 (500-1) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) |

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 58208 W01A | APP CRS 008° | Rwy ldg 9500<br>TDZE 1017<br>Apt Elev 1026 |
|---|---|---|

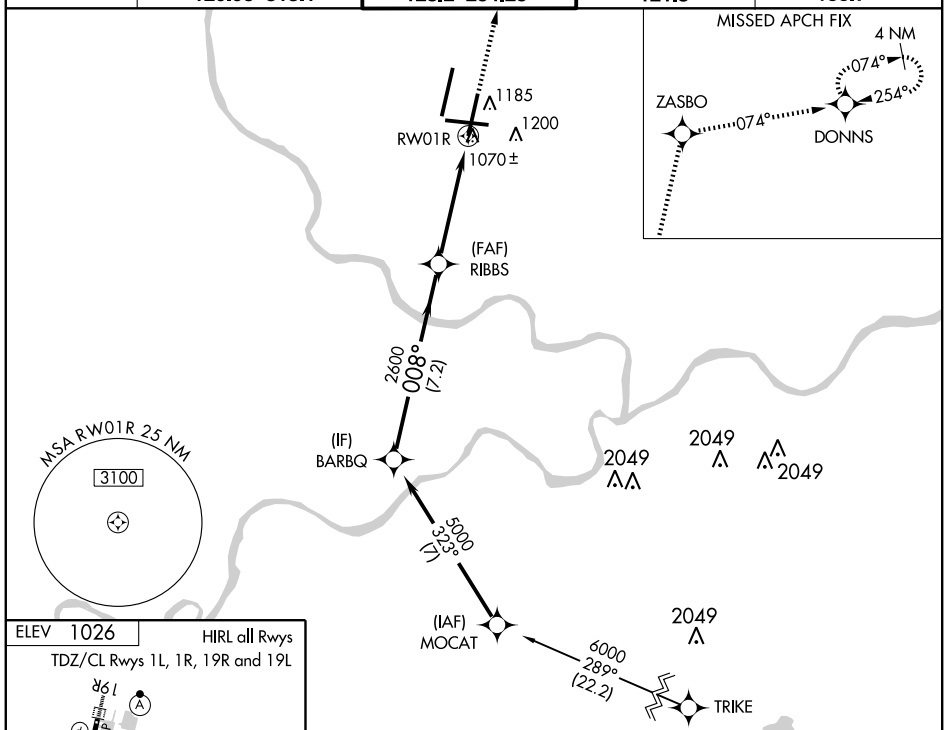
# RNAV (GPS) Y RWY 1R
## KANSAS CITY INTL (MCI)

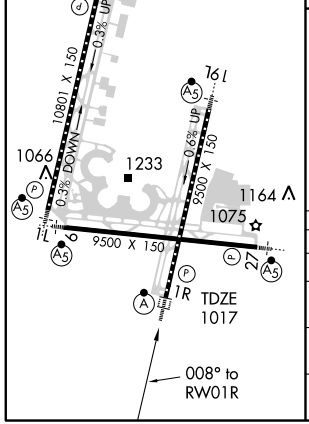
For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, LNAV Cat E visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DMD/DME RNP-0.3 NA.

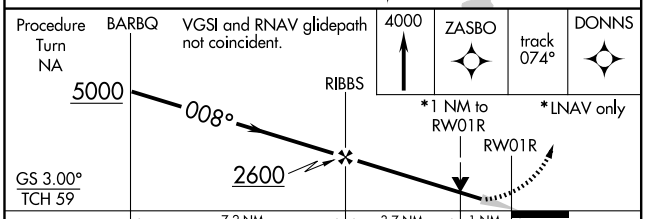
ALSF-2

MISSED APPROACH: Climb to 4000 direct ZASBO and via track 074° direct DONNS and hold

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1267/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 1326/24 309 (300-½) | | | 1326/40 309 (300-¾) | |
| LNAV MDA | 1400/24 383 (400-½) | | | 1400/50 383 (400-1) | |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |

| WAAS CH 56608 W09A | APP CRS 091° | Rwy ldg 9500<br>TDZE 1015<br>Apt Elev 1026 |
|---|---|---|

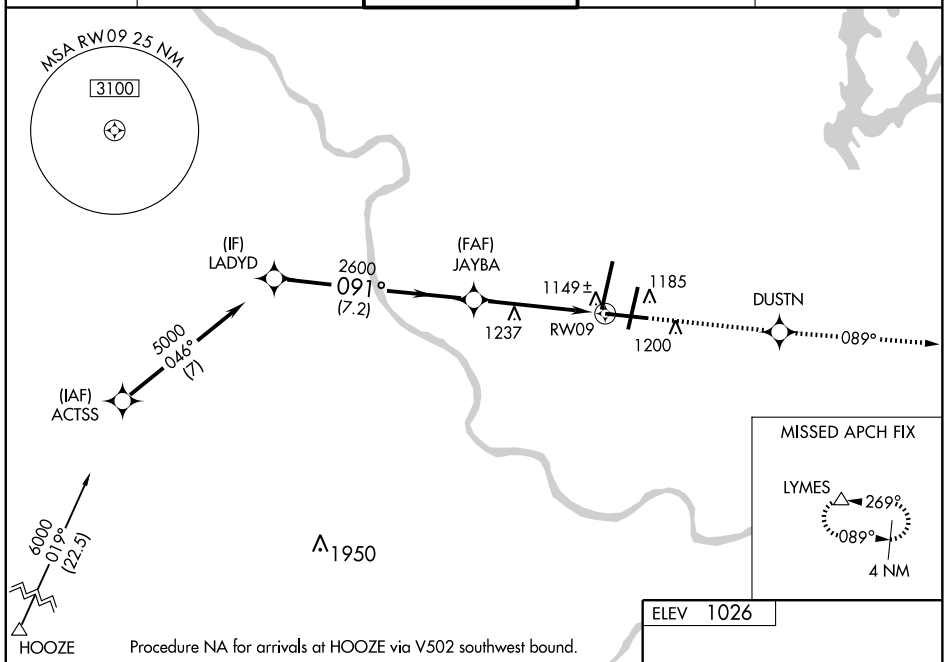
# RNAV (GPS) Y RWY 9
## KANSAS CITY INTL (MCI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA
For inoperative MALSR, increase LNAV Cats. A and B visibility to RVR 5000 and Cat. E visibility to 1¾ mile.
Inoperative table does not apply to LPV and LNAV/VNAV.

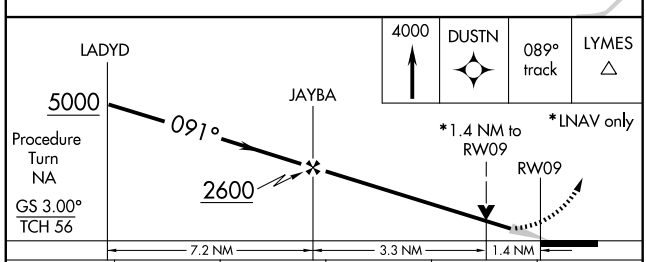
MALSR

MISSED APPROACH: Climb to 4000 direct DUSTN and via 089° track to LYMES and hold.

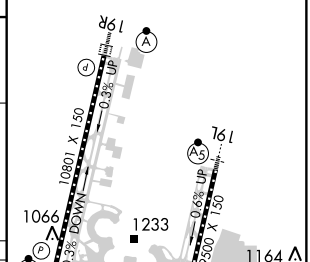
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




Procedure NA for arrivals at HOOZE via V502 southwest bound.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1315/50 300 (300-1) | | | | |
| LNAV/VNAV DA | 1419-1½ 404 (400-1½) | | | | |
| LNAV MDA | 1500/40 485 (500-¾) | | | 1500/50 485 (500-1) | 1500/60 485 (500-1¼) |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 82108 W19A | APP CRS 188° | Rwy ldg 9500 TDZE 994 Apt Elev 1026 |
|---|---|---|

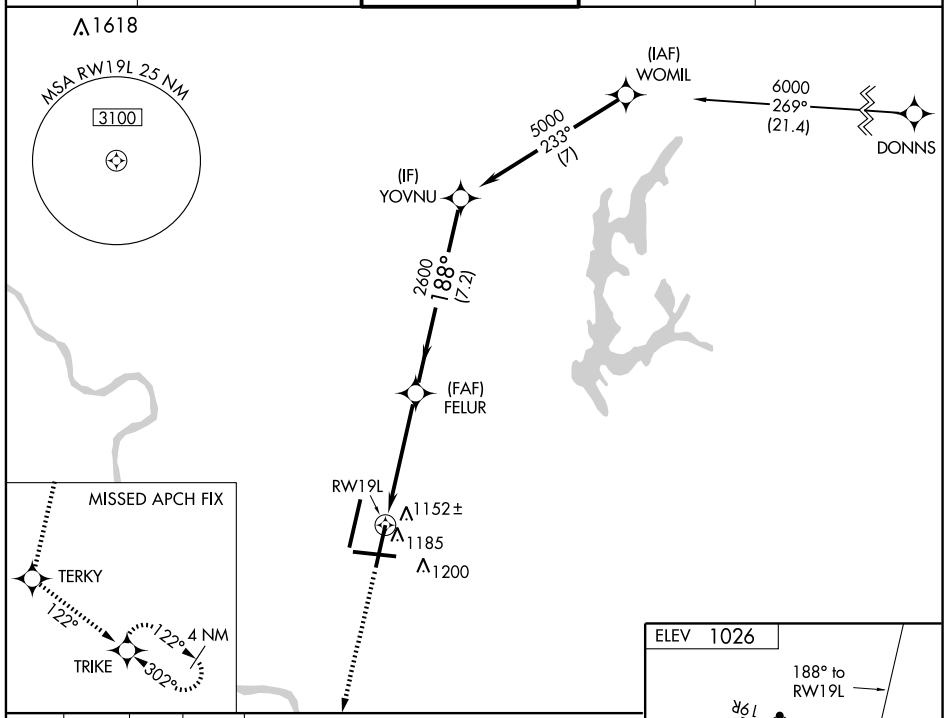
# RNAV (GPS) Y RWY 19L
## KANSAS CITY INTL (MCI)

DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.

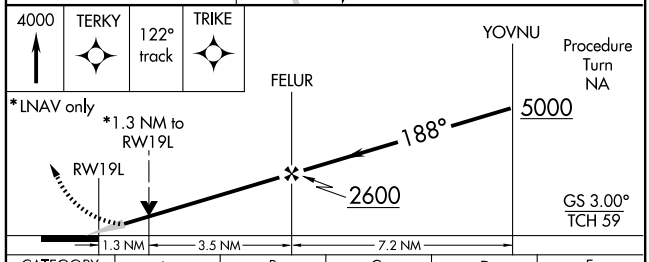
MALSR

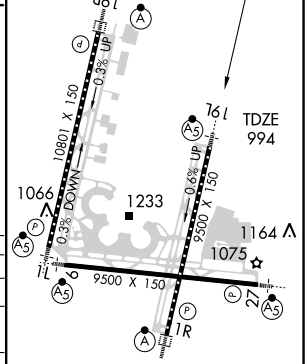
MISSED APPROACH: Climb to 4000 direct TERKY and via 122° track direct TRIKE and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| 4000 | TERKY | 122° track | TRIKE |
|---|---|---|---|




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1244/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 1397/50 403 (400-1) | | | | |
| LNAV MDA | 1440/24 446 (500-½) | | 1440/40 446 (500-¾) | 1440/50 446 (500-1) | |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 72908 W19B | APP CRS 188° | Rwy ldg 10801 TDZE 989 Apt Elev 1026 |
|---|---|---|

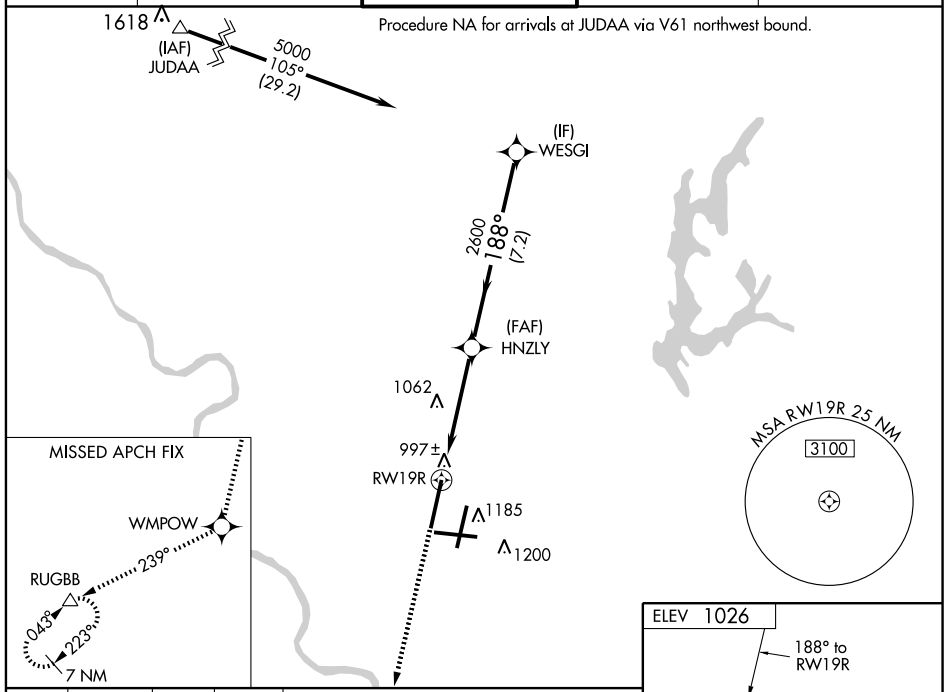
# RNAV (GPS) Y RWY 19R
## KANSAS CITY INTL (MCI)

For inoperative ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cats D/E visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct WMPOW and via 239° track to RUGBB and hold.

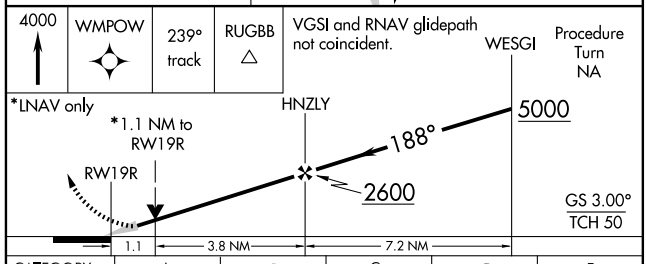
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |

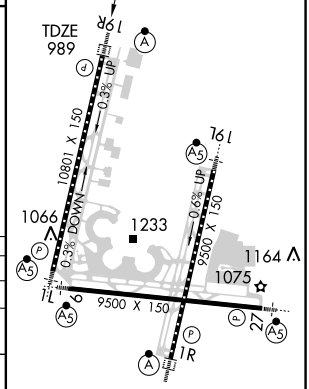



| 4000 | WMPOW | 239° track | RUGBB |
|---|---|---|---|

VGSI and RNAV glidepath not coincident.

Procedure Turn NA




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1239/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 1260/24 271 (300-½) | | | 1260/40 271 (300-¾) | |
| LNAV MDA | 1380/24 391 (400-½) | | | 1380/50 391 (400-1) | |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |

| WAAS CH 82708 W27A | APP CRS 271° | Rwy ldg 9500<br>TDZE 1026<br>Apt Elev 1026 |
|---|---|---|

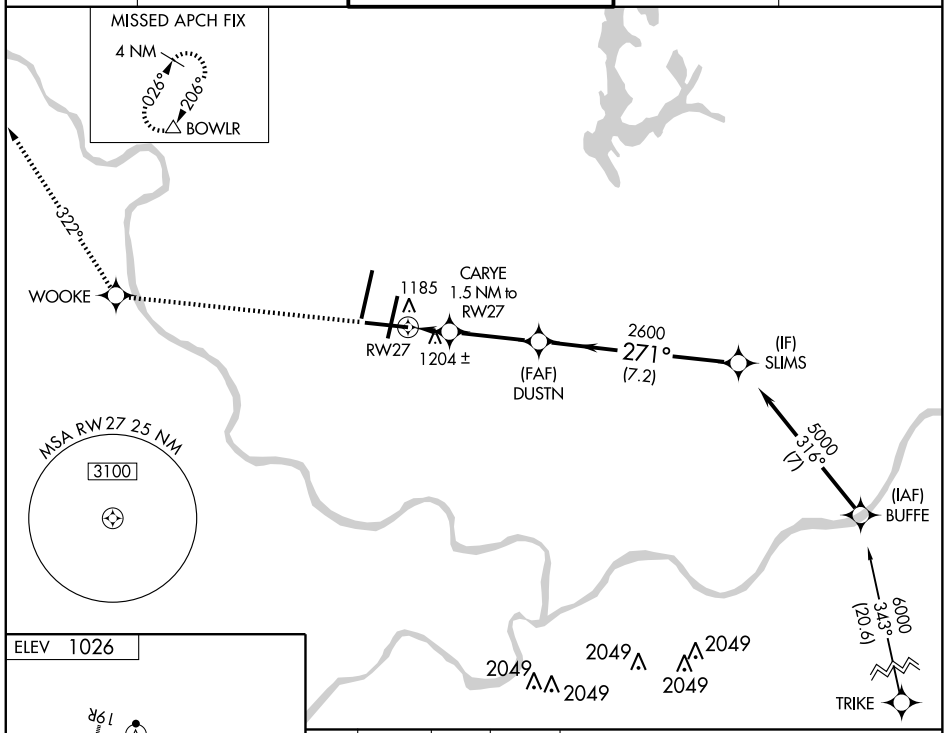
# RNAV (GPS) Y RWY 27
## KANSAS CITY INTL (MCI)

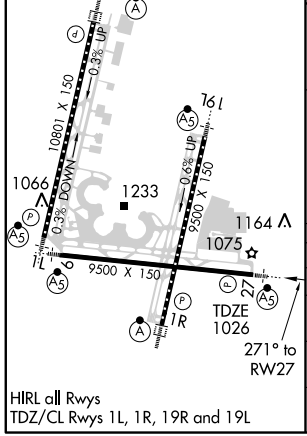
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

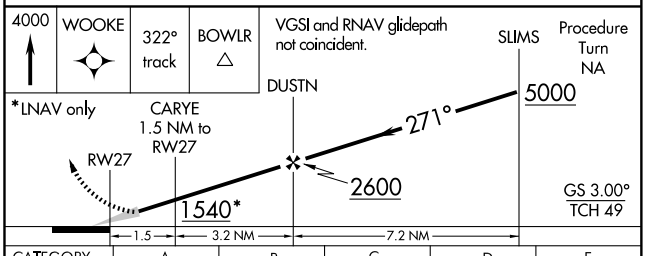
MALSR

MISSED APPROACH: Climb to 4000 direct WOOKE and via 322° track to BOWLR and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1276/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 1495/60 469 (500-1¼) | | | | |
| LNAV MDA | 1460/24 434 (500-½) | | 1460/40 434 (500-¾) | 1460/50 434 (500-1) | |
| CIRCLING | 1540-1 514 (600-1) | | 1540-1½ 514 (600-1½) | 1580-2 554 (600-2) | |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 10801 |
|---|---|---|
| 008° | TDZE | 1011 |
| | Apt Elev | 1026 |

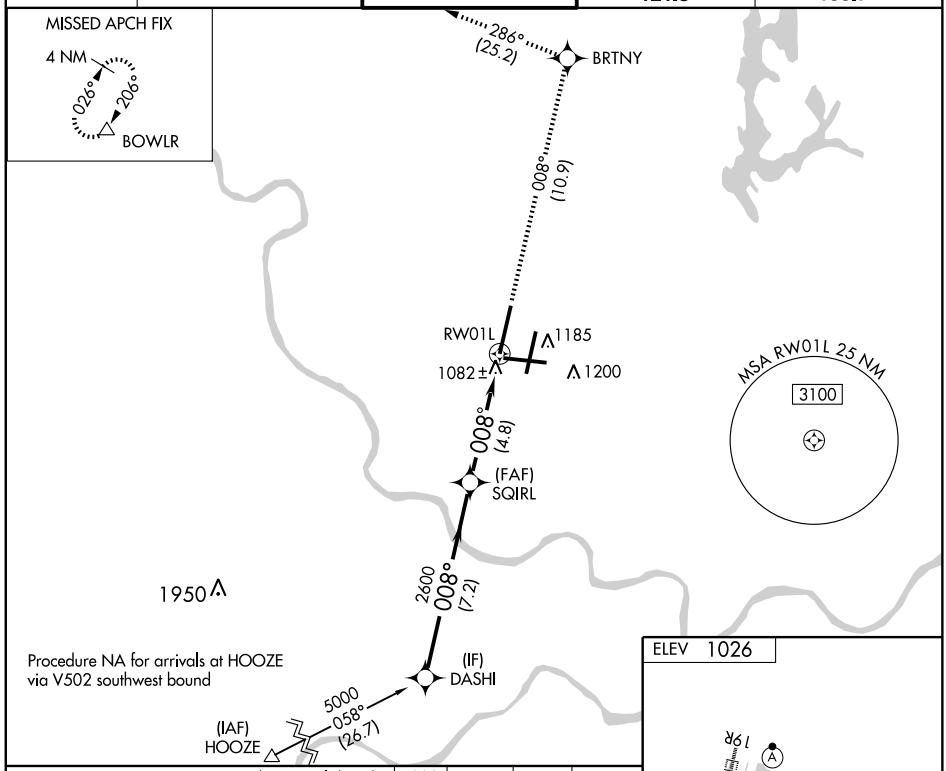
# RNAV (RNP) Z RWY 1L
## KANSAS CITY INTL (MCI)

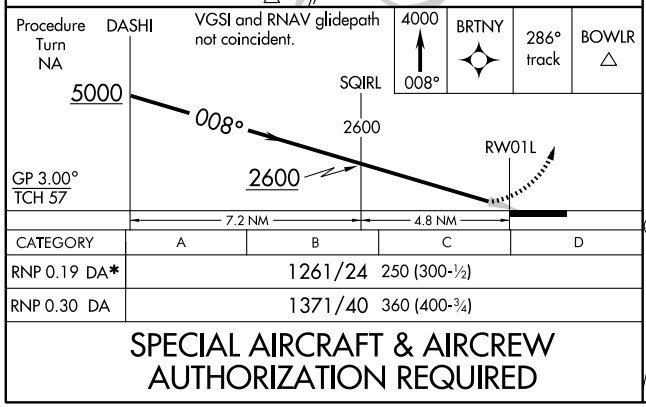
NA For inoperative MALSR, increase RNP 0.19 visibility to RVR 4000, and RNP 0.30 visibility to RVR 6000. GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 47°C (116°F).
*Missed approach requires minimum climb of 375 feet per NM to 1600.

MALSR

MISSED APPROACH: Climb to 4000 via 008° track to BRTNY and 286° track to BOWLR and hold.

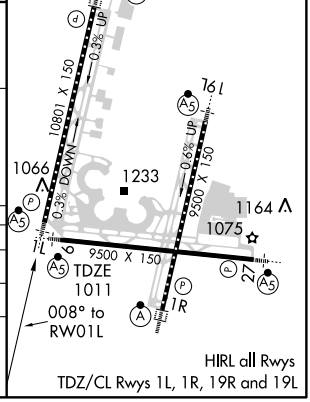
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.19 DA* | 1261/24 250 (300-½) | | | |
| RNP 0.30 DA | 1371/40 360 (400-¾) | | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**






NC-3. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 9500 |
|---|---|---|
| 008° | TDZE | 1016 |
| | Apt Elev | 1026 |

# RNAV (RNP) Z RWY 1R
## KANSAS CITY INTL (MCI)

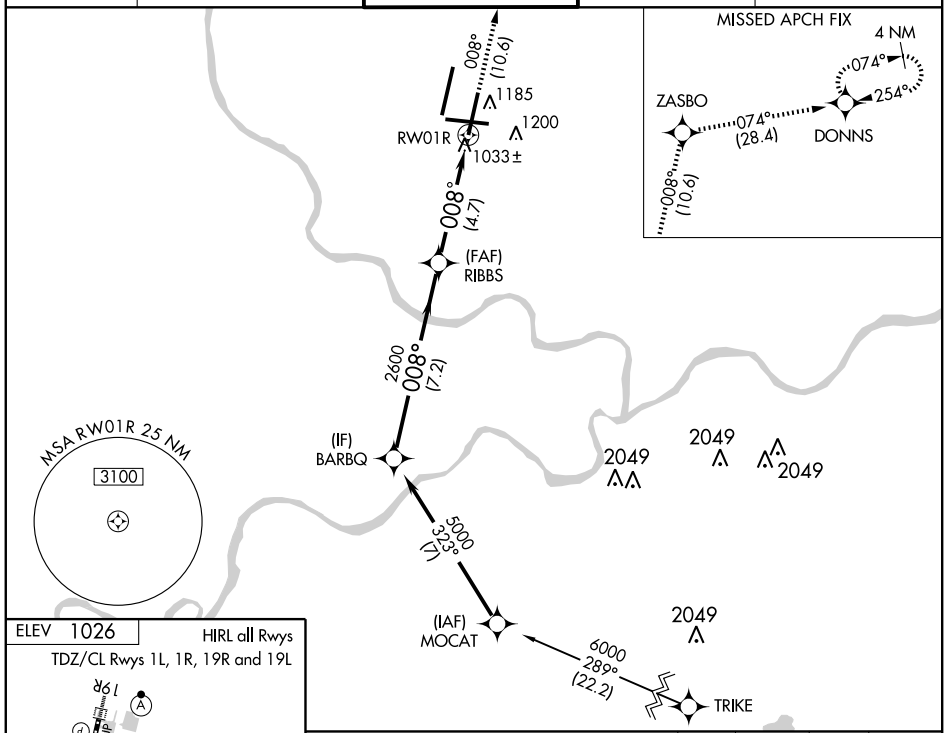
NA

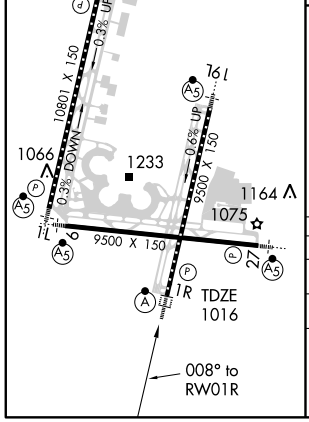
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (115°F).
For inoperative ALSF increase RNP 0.15 visibility to RVR 5000, and RNP 0.30 visibility to RVR 6000.

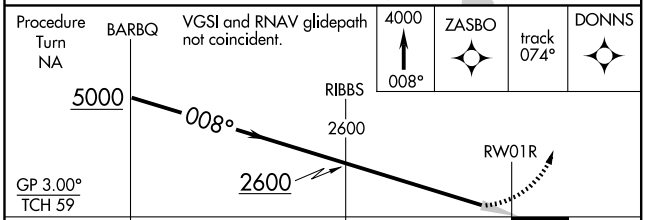
ALSF-2

MISSED APPROACH: Climb to 4000 via track 008° to ZASBO and via track 074° to DONNS and hold

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1285/24 | 268 (300-½) | | |
| RNP 0.30 DA | 1324/24 | 307 (300-½) | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

| APP CRS | Rwy ldg | 9500 |
|---|---|---|
| 091° | TDZE | 1015 |
| | Apt Elev | 1026 |

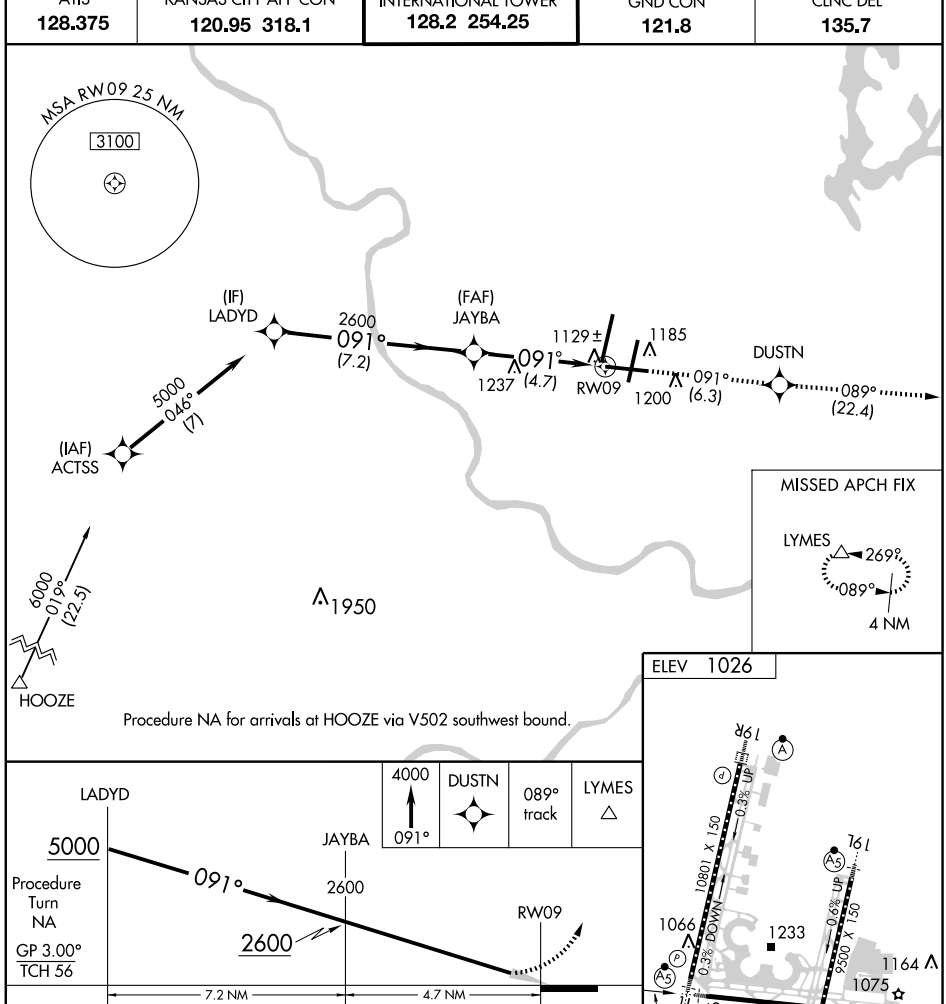
# RNAV (RNP) Z RWY 9
## KANSAS CITY INTL (MCI)

GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 4000 via 091° track to DUSTN and via 089° track to LYMES and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 1L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1355/40 340 (400-¾) | | | |
| RNP 0.30 DA | 1392/40 377 (400-¾) | | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

| APP CRS | Rwy ldg | 9500 |
|---|---|---|
| 188° | TDZE | 994 |
| | Apt Elev | 1026 |

# RNAV (RNP) Z RWY 19L
## KANSAS CITY INTL (MCI)

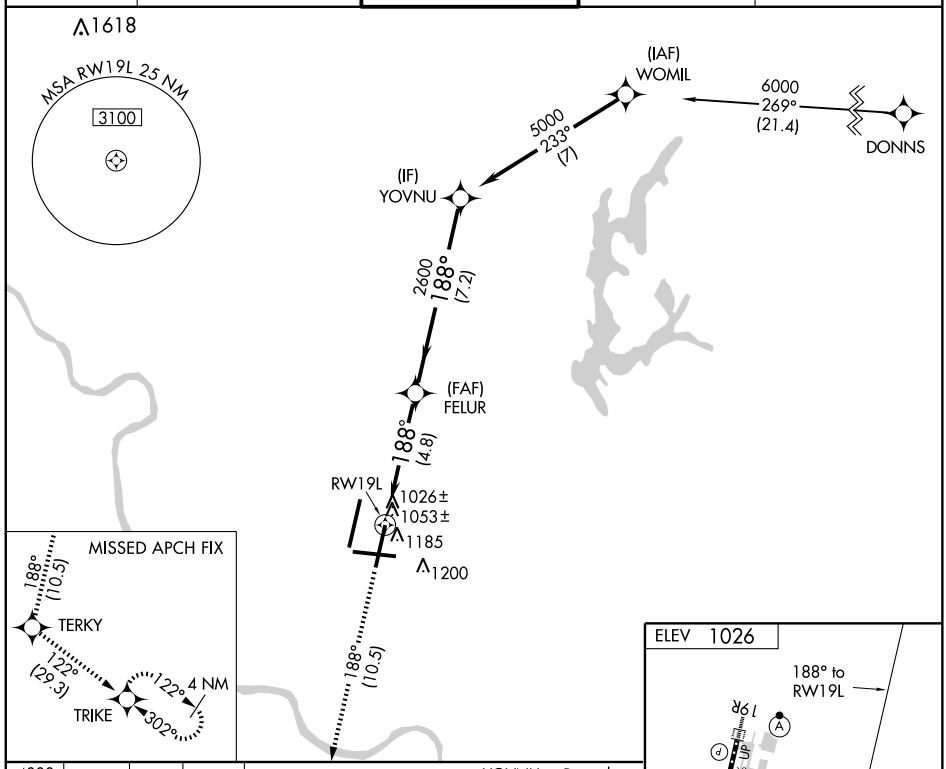
T NA

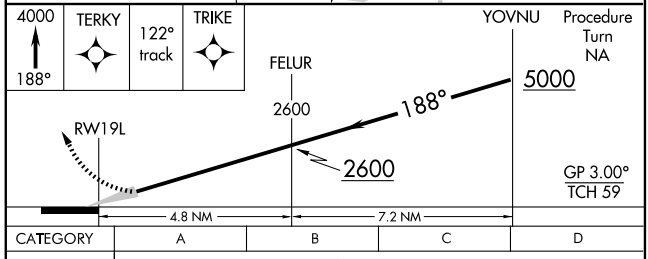
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (116°F).
For inoperative MALSR increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 4000 via 188° track to TERKY and via 122° track to TRIKE and hold.

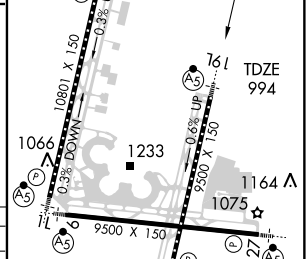
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1302/40 308 (300-¾) | | | |
| RNP 0.30 DA | 1417/50 423 (400-1) | | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

| APP CRS | Rwy ldg | 10801 |
|---|---|---|
| 188° | TDZE | 989 |
| | Apt Elev | 1026 |

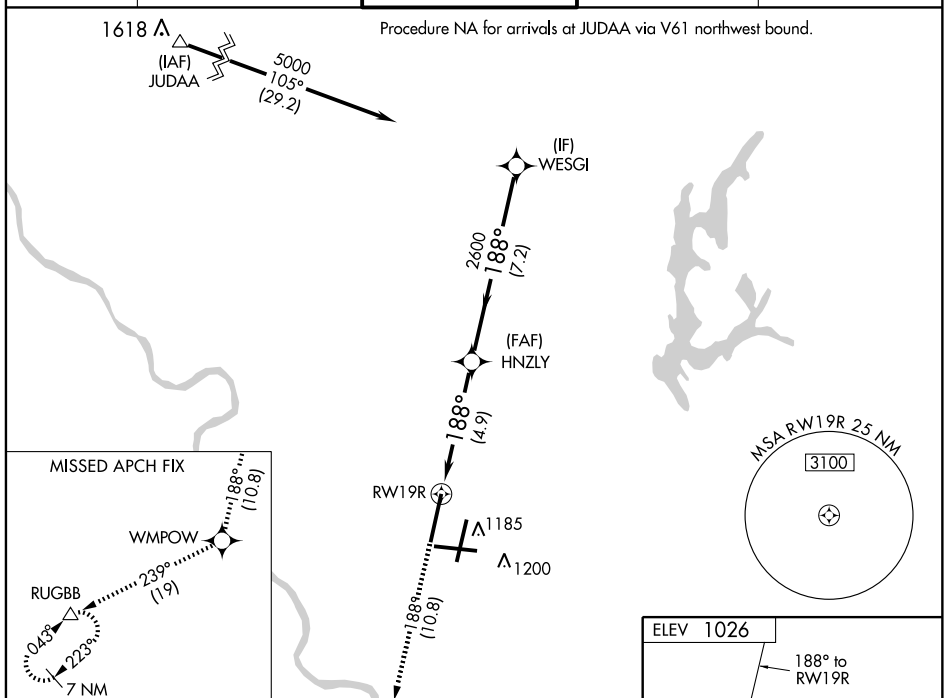
# RNAV (RNP) Z RWY 19R
## KANSAS CITY INTL (MCI)

GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 46°C (114°F).
For inoperative ALSF, increase RNP 0.15 and 0.30 visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb to 4000 via 188° track to WMPOW and via 239° track to RUGBB and hold.

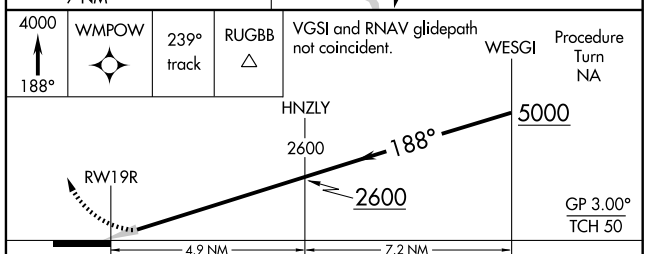
| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |




| 4000 188° | WMPOW | 239° track | RUGBB |
|---|---|---|---|

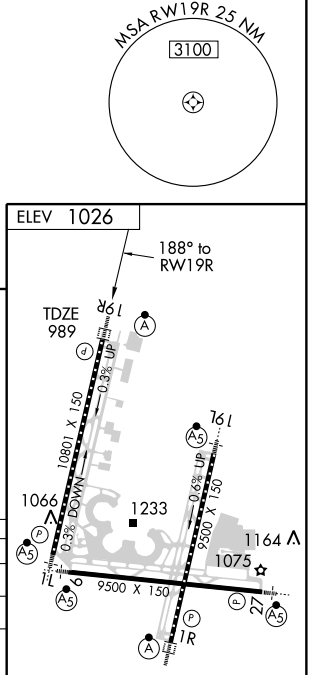
VGSI and RNAV glidepath not coincident.

Procedure Turn NA




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1239/24 | 250 (300-½) | | |
| RNP 0.30 DA | 1275/24 | 286 (300-½) | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**




HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

| APP CRS | Rwy ldg | 9500 |
|---|---|---|
| 271° | TDZE | 1026 |
| | Apt Elev | 1026 |

# RNAV (RNP) Z RWY 27

## KANSAS CITY INTL (MCI)

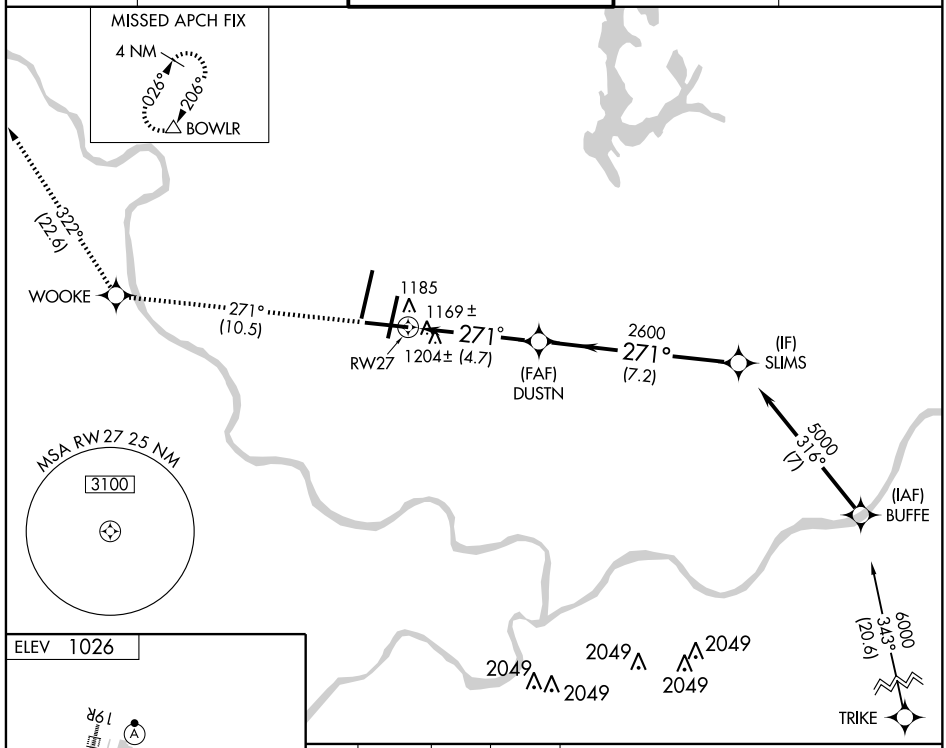
NA

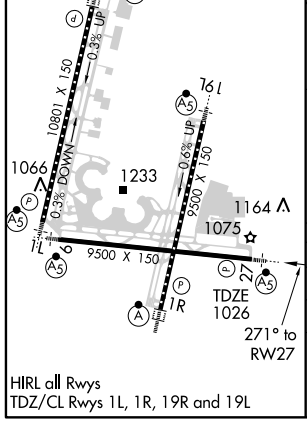
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to 1¾ mile.

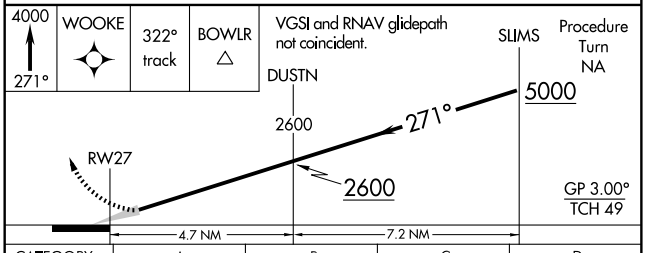
MALSR

MISSED APPROACH: Climb to 4000 via 271° track to WOOKE and via 322° track to BOWLR and hold.

| ATIS | KANSAS CITY APP CON | INTERNATIONAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.375 | 120.95 318.1 | 128.2 254.25 | 121.8 | 135.7 |



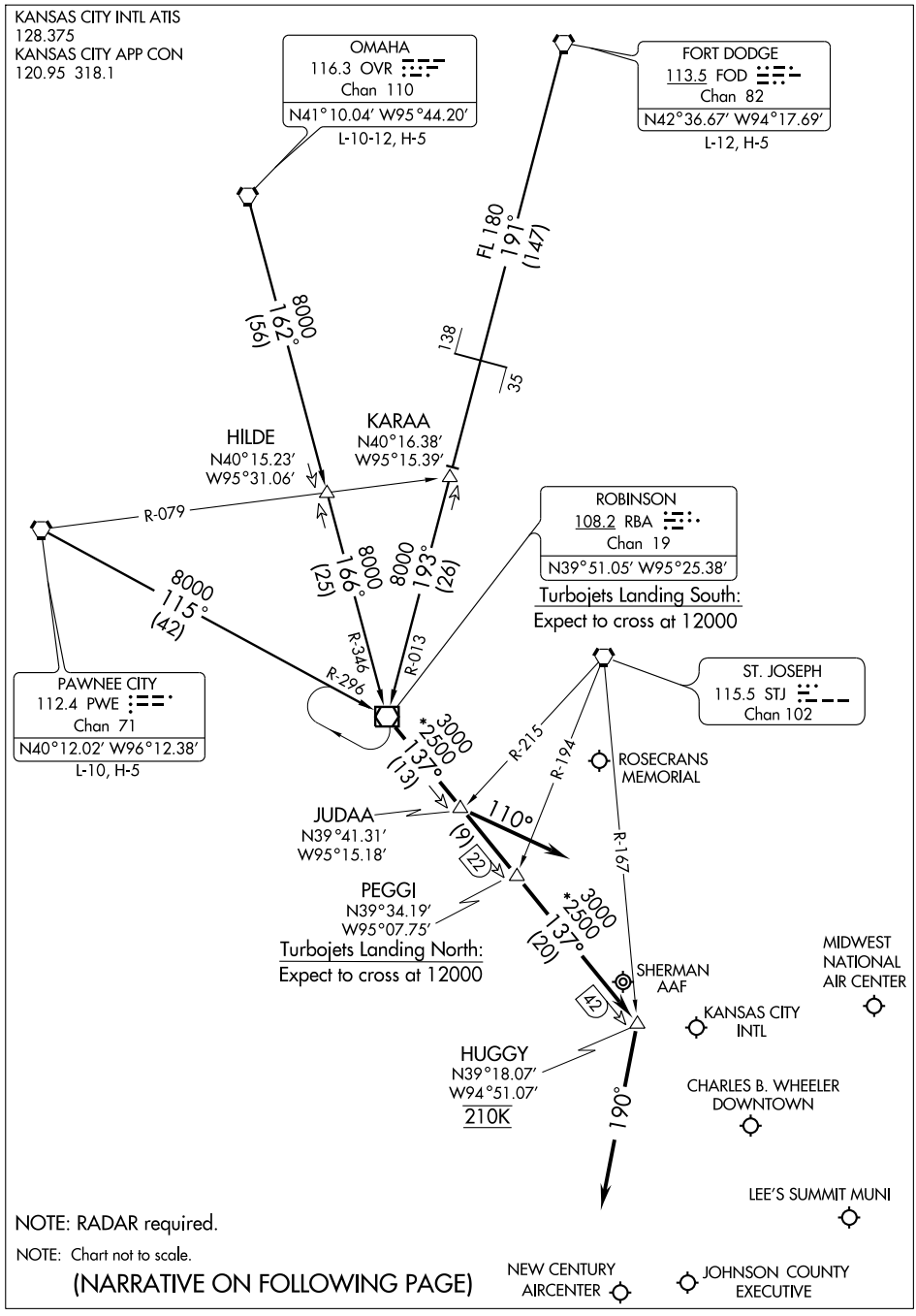

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1414/40 388 (400-¾) | | | |
| RNP 0.30 DA | 1492/60 466 (500-1¼) | | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

# ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

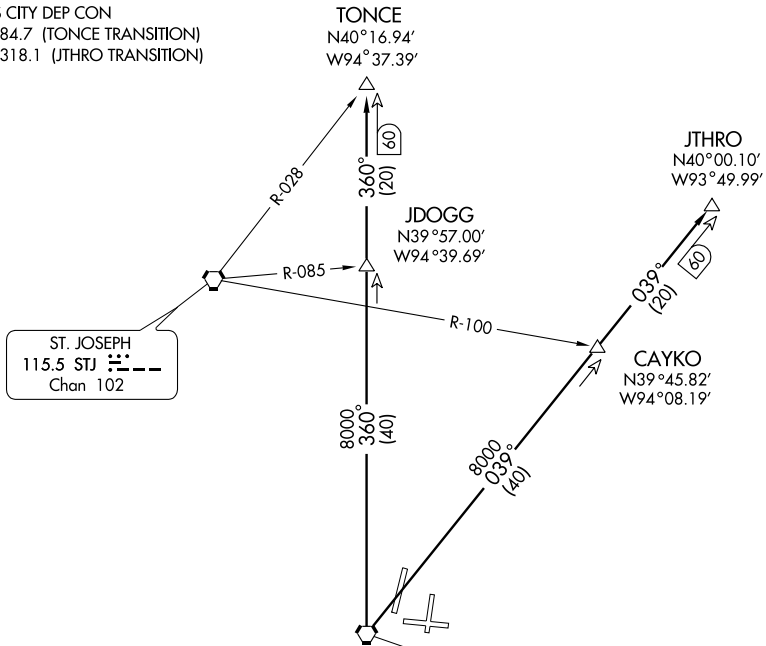
. . . . Expect radar vector to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

# ROYAL THREE DEPARTURE

SL-780 (FAA)

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7 (TONCE TRANSITION)
123.95 318.1 (JTHRO TRANSITION)




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

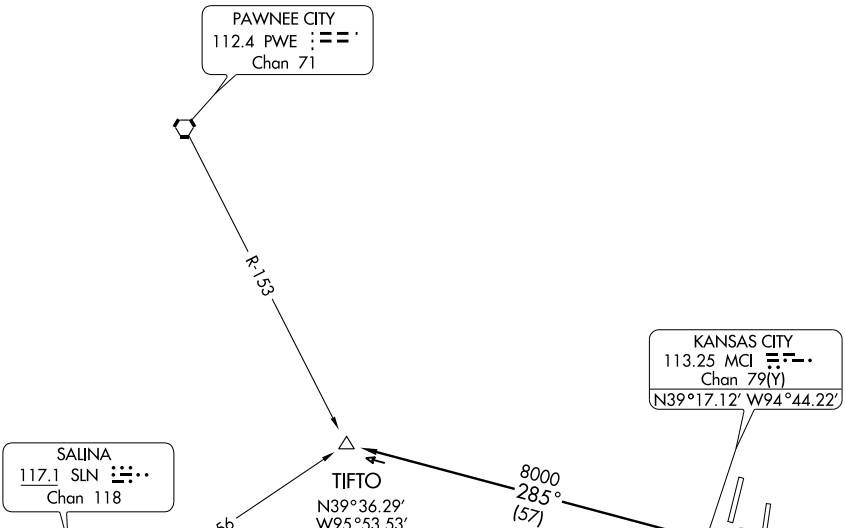
JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 14 JAN 2010 to 11 FEB 2010

# TIFTO TWO DEPARTURE

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

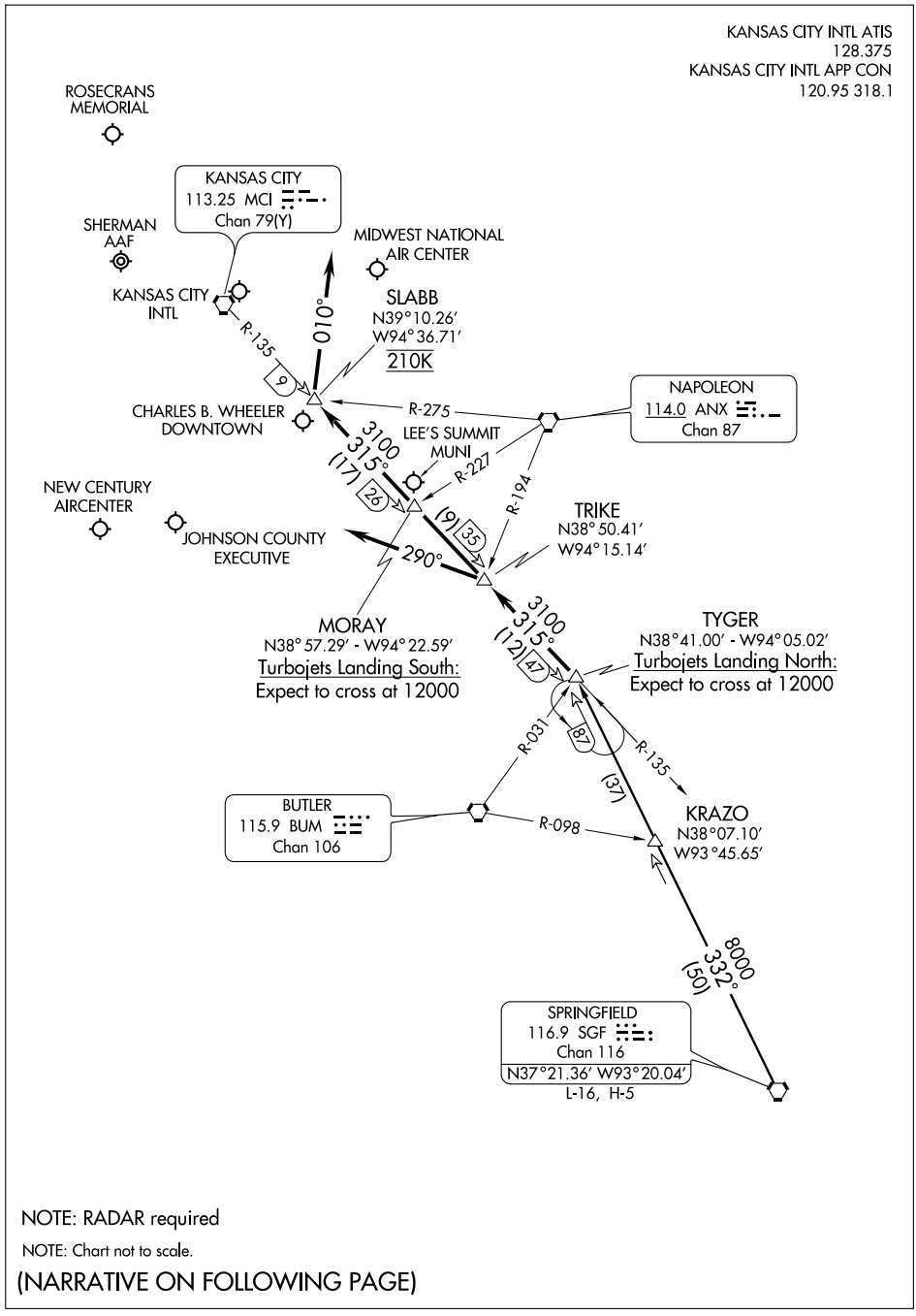
NC-3, 14 JAN 2010 to 11 FEB 2010

(TYGER.TYGER6) 08101

# TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

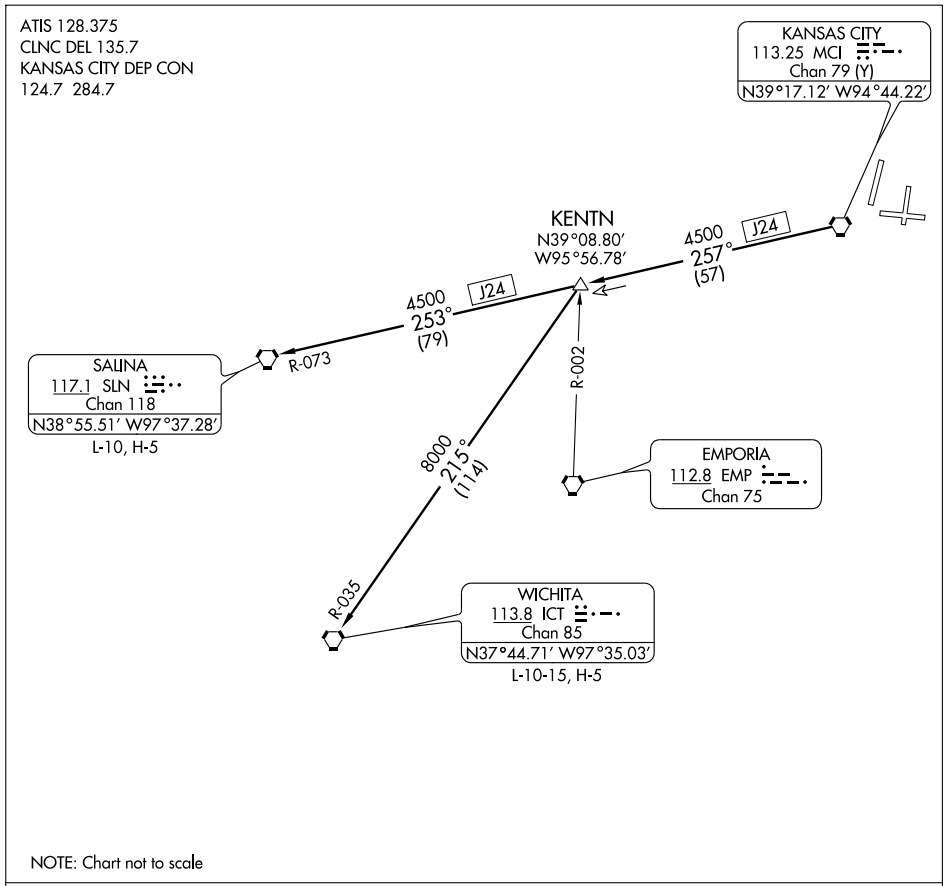
From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

# WILDCAT TWO DEPARTURE




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

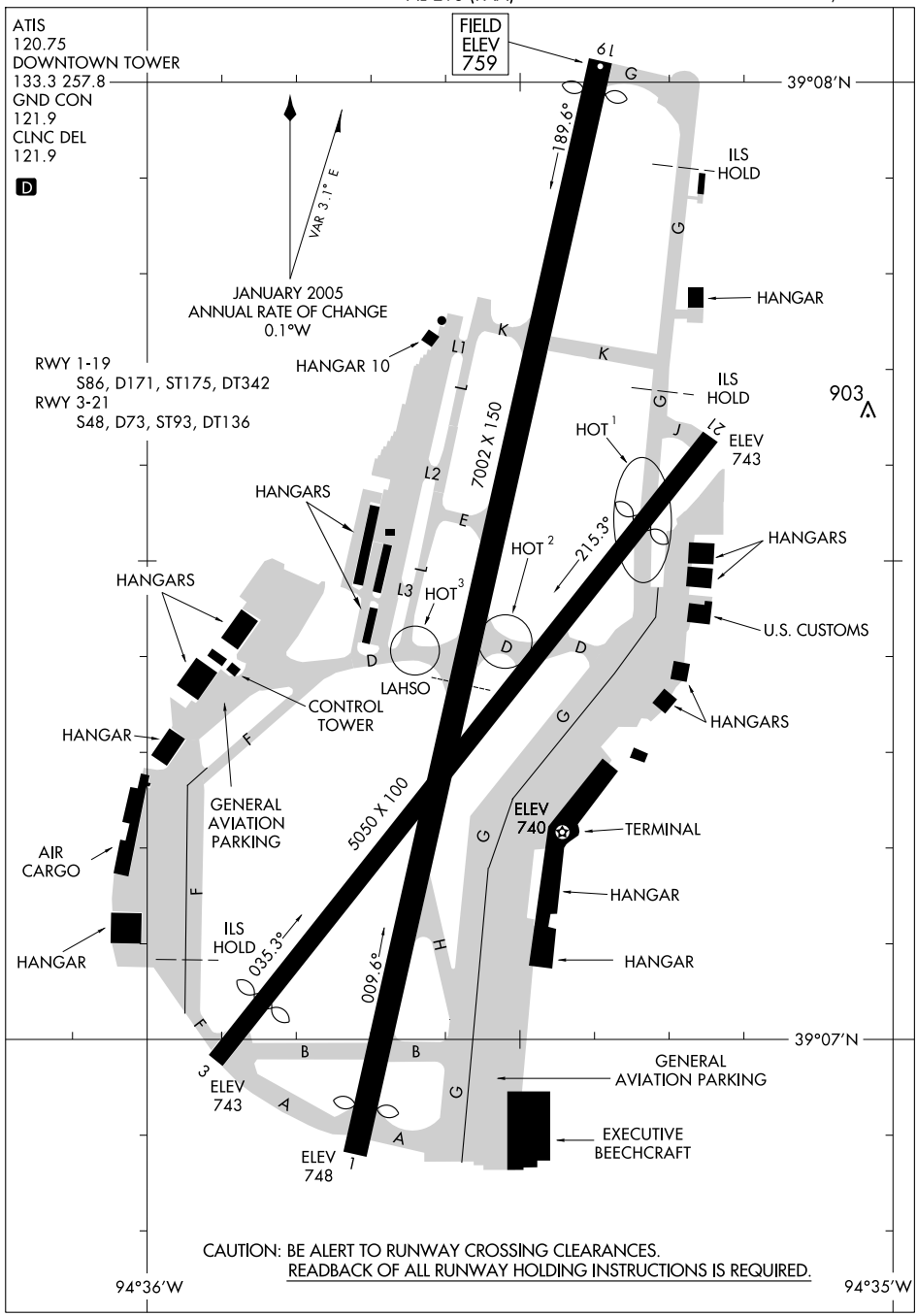
KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

# AIRPORT DIAGRAM

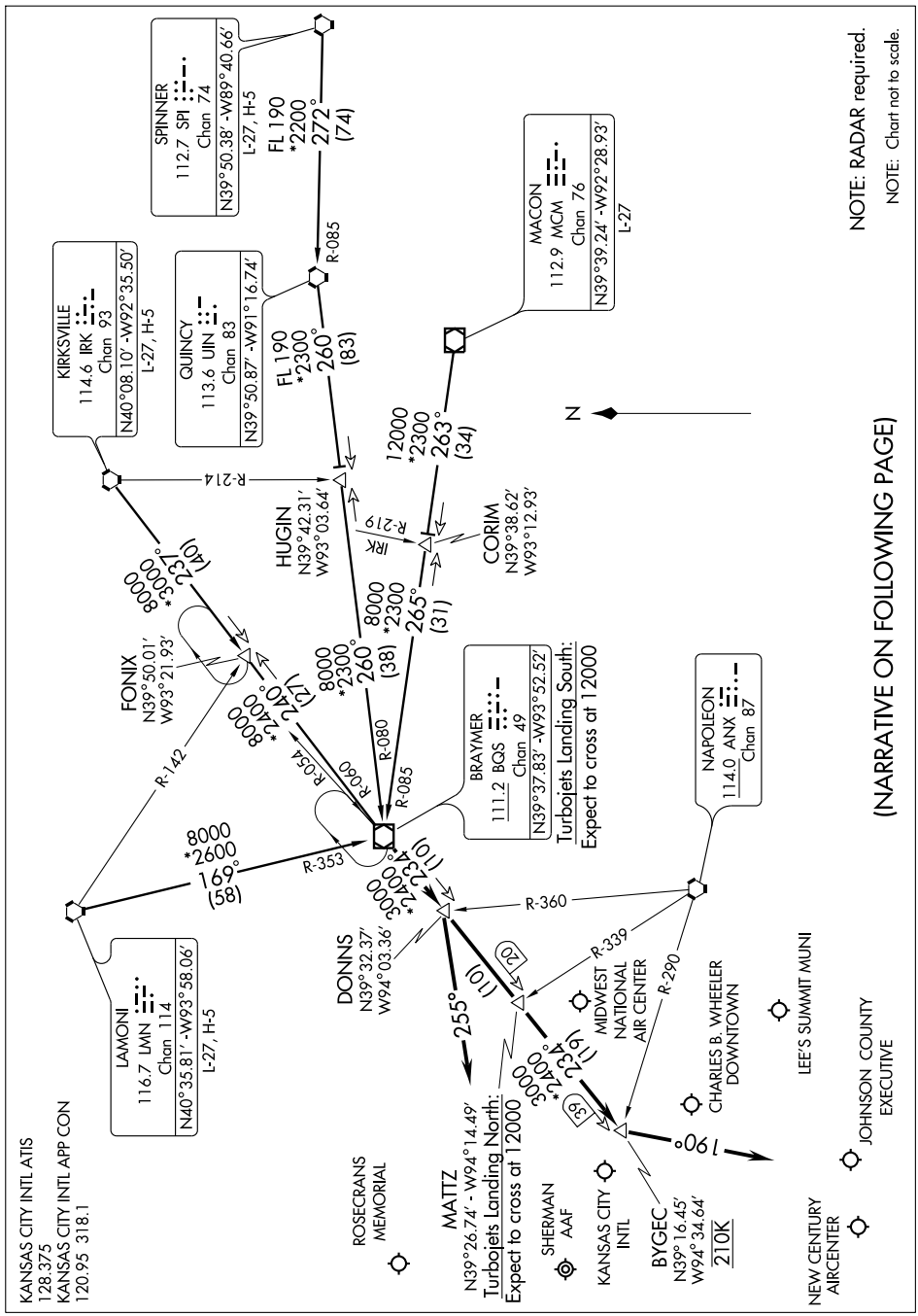
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
AL-213 (FAA)
KANSAS CITY, MISSOURI



# BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

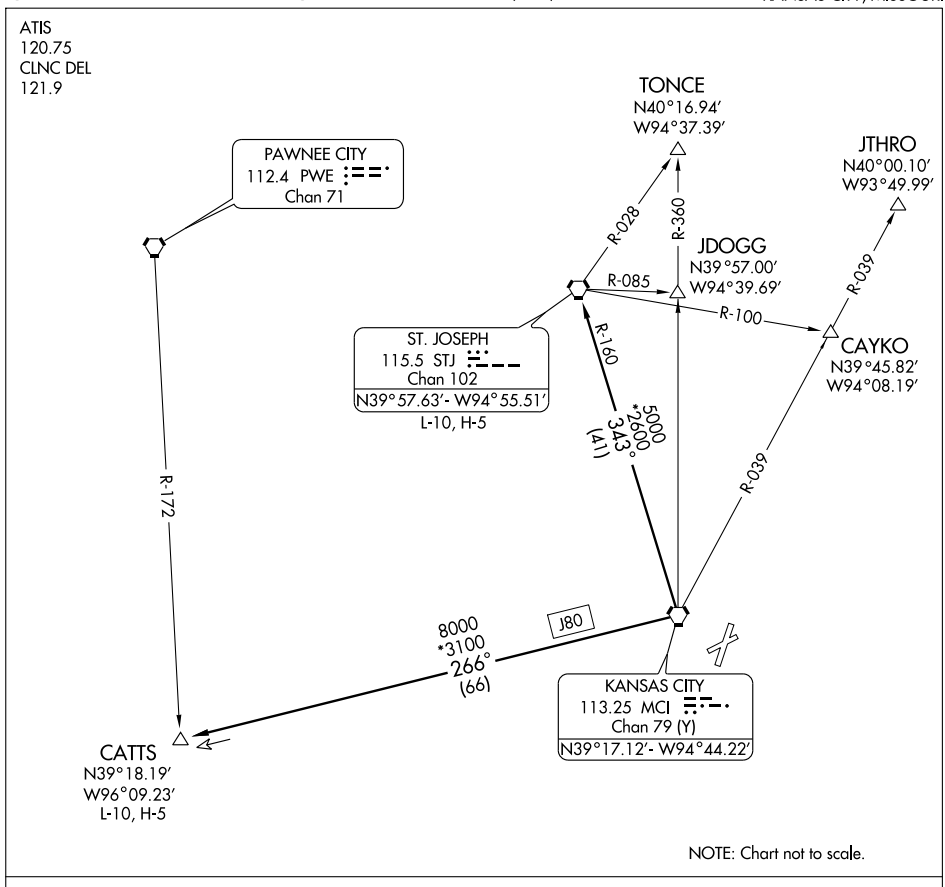
ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

# CHIEF THREE DEPARTURE

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
SL-213 (FAA)
KANSAS CITY, MISSOURI




## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

| LOC I-GQR | APP CRS | Rwy ldg | 4550 |
|---|---|---|---|
| 111.75 | 031° | TDZE | 744 |
| | | Apt Elev | 759 |

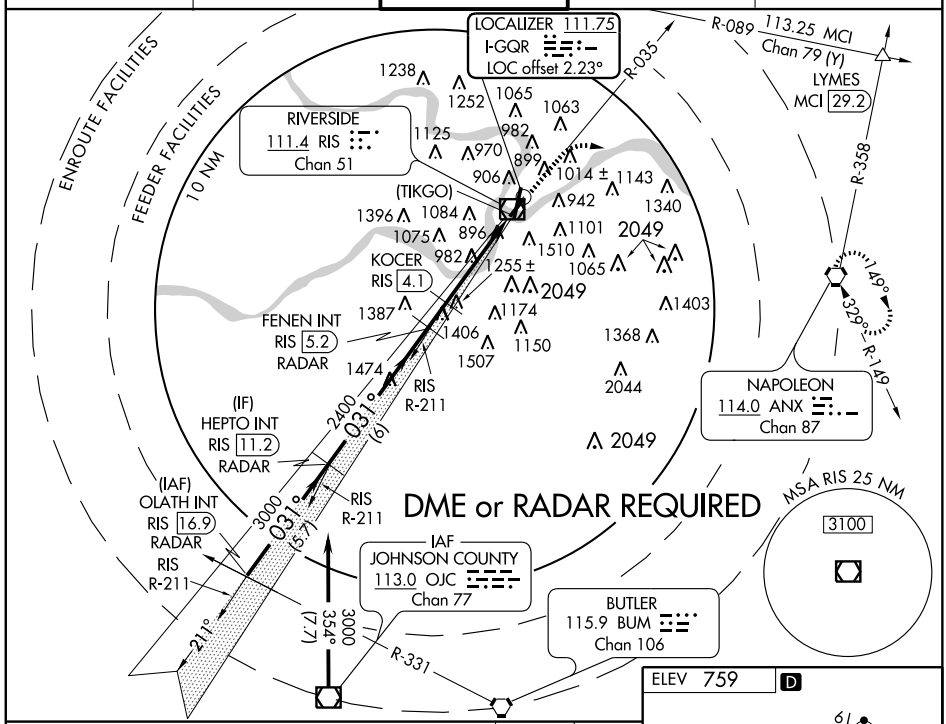
# ILS or LOC RWY 3

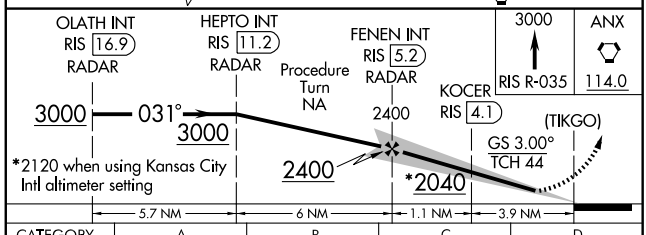
## KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. VGSI and ILS glidepath not coincident.

MISSED APPROACH: Climb to 3000 via RIS VOR/DME R-035 then direct ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |

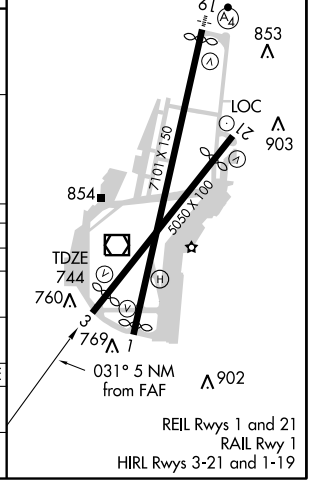



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 1049/50 305 (300-1) | | NA | |
| S-LOC 3 | 2040/60 1296 (1300-1¼) | 2040-1½ 1296 (1300-1½) | NA | |
| CIRCLING | 2040/60 1281 (1300-1¼) | 2040-1½ 1281 (1300-1½) | 2040-3 1281 (1300-3) | |

KOCER FIX MINIMUMS # # DME from RIS VOR/DME

| | | | | |
|---|---|---|---|---|
| S-LOC 3 | 1240/50 496 (500-1) | | NA | |
| CIRCLING | 1400-1 641 (700-1) | | 1400-1¾ 641 (700-1¾) | 1400-2 641 (700-2) |




NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-MKC | APP CRS | Rwy ldg | 6901 |
|---|---|---|---|
| 109.9 | 188° | TDZE | 757 |
| | | Apt Elev | 759 |

# ILS OR LOC RWY 19

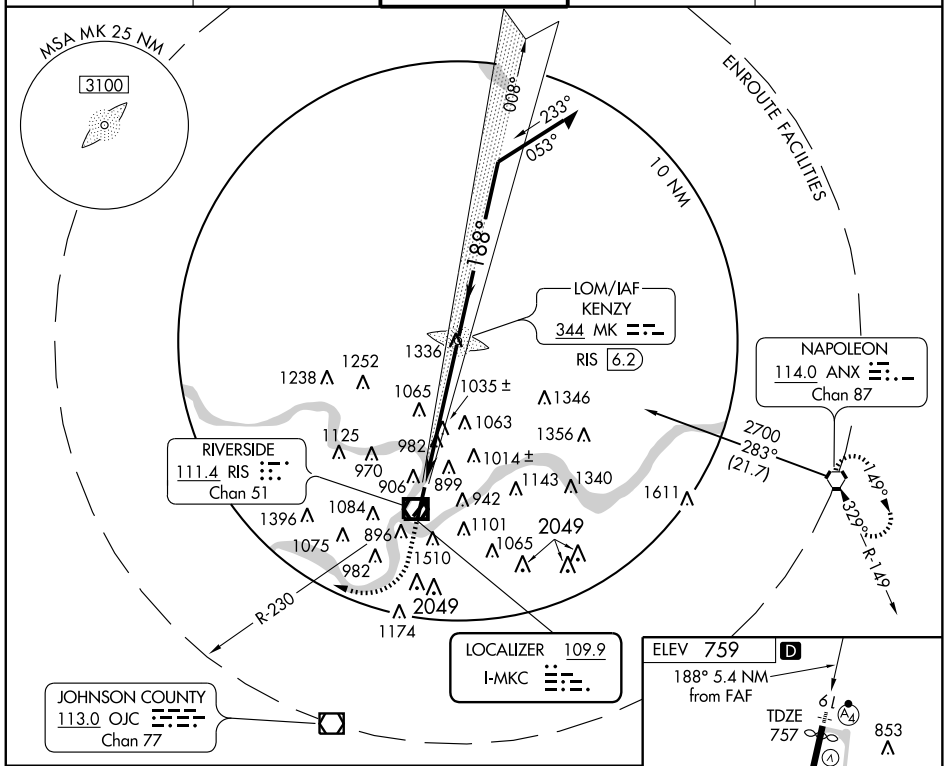
## KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

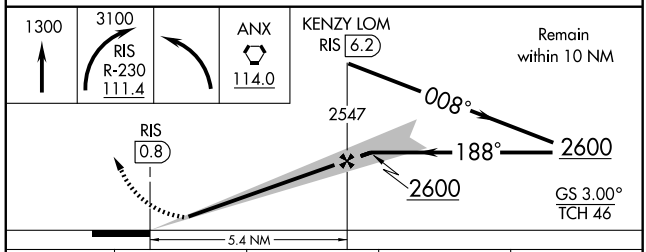
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
Inoperative table does not apply to S-LOC-19 Cat C.

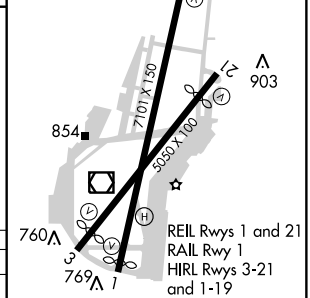
MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 via RIS R-230 then left turn direct ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | 1007/40 250 (300-¾) | | | |
| S-LOC 19 | 1300/40 543 (600-¾) | | 1300-1½ 543 (600-1½) | 1300-1¾ 543 (600-1¾) |
| CIRCLING | 1380-1 621 (700-1) | 1400-1 641 (700-1) | 1400-1¾ 641 (700-1¾) | 1400-2 641 (700-2) |

FAF to MAP 5.4 NM

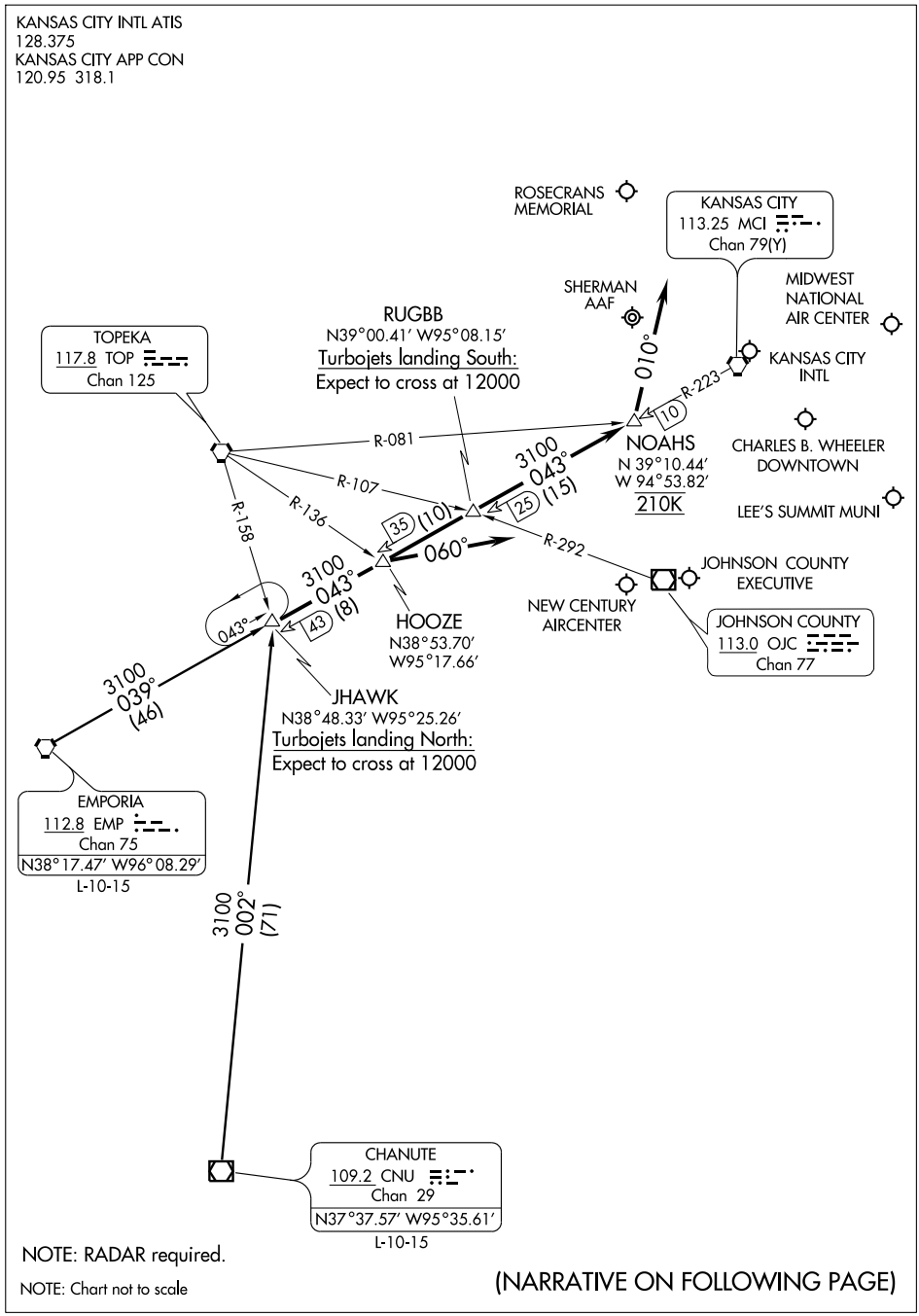
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

NC-3, 14 JAN 2010 to 11 FEB 2010

# JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1




NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

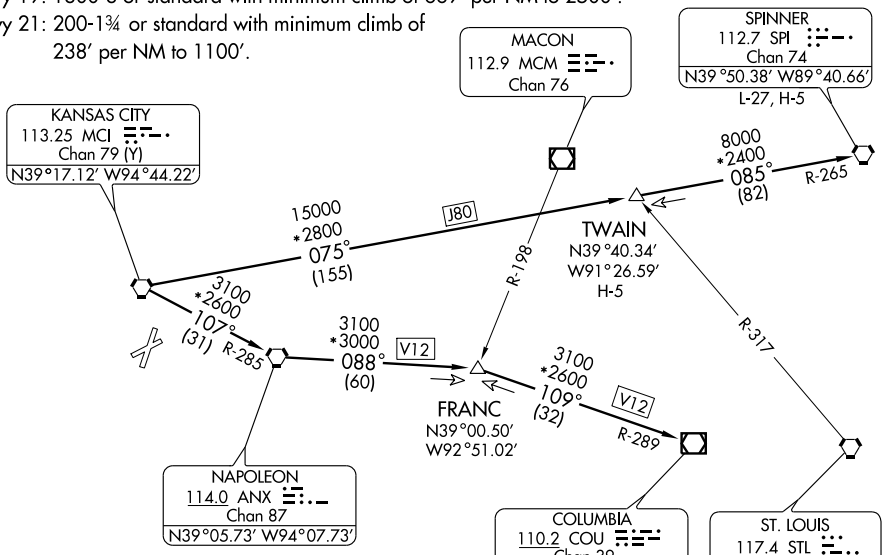
# LAKES FIVE DEPARTURE



ATIS 120.75
CLNC DEL 121.9

TAKE-OFF MINIMUMS

Rwy 1: 400-2¼ or standard with minimum climb of 335′ per NM to 2000′.
Rwy 3: 400-2½ or standard with minimum climb of 235′ per NM to 1900′.
Rwy 19: 1300-3 or standard with minimum climb of 669′ per NM to 2500′.
Rwy 21: 200-1¾ or standard with minimum climb of 238′ per NM to 1100′.




NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Multiple roads, trees, buildings, and towers beginning at DER, 135′ left of centerline, up to 100′ AGL/1079′ MSL.
OL on elevator 3663′ from DER, 1231′ right of centerline, 172′ AGL/912′ MSL.

Rwy 3: Multiple roads, railroads, poles, buildings, and obstruction lights beginning 40′ from DER, 240′ right of centerline, up to 94′ AGL/853′ MSL.
OL on elevator 829′ from DER, 478′ right of centerline, 125′ AGL/865′ MSL.
Crane T 2.1 NM from DER, 3151′ right of centerline, 296′ AGL/1110′ MSL.

Rwy 19: Multiple trees, towers, buildings, and obstruction lights beginning 282′ from DER, 279′ right of centerline, up to 291′ AGL/1251′ MSL.
Tower 2.5 NM from DER, 3165′ left of centerline, 1168′ AGL/2049′ MSL.

Rwy 21: Multiple bridge, levee, trees, cranes, towers, and buildings 205′ from DER, 476′ right of centerline, up to 118′ AGL/858′ MSL.
OL on elevator 5178′ from DER, 803′ left of centerline, 148′ AGL/896′ MSL.
Stack 1.3 NM from DER, 589′ left of centerline, 198′ AGL/948′ MSL.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOM MK | APP CRS | Rwy ldg | 6901 |
|---|---|---|---|
| 344 | 188° | TDZE | 757 |
| | | Apt Elev | 759 |

# NDB RWY 19

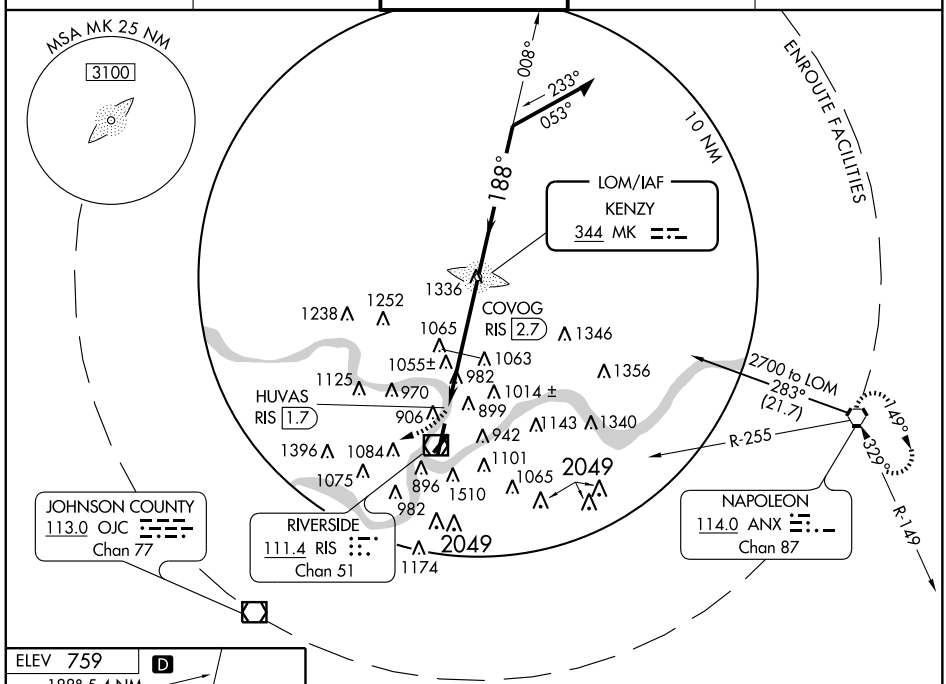
## KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

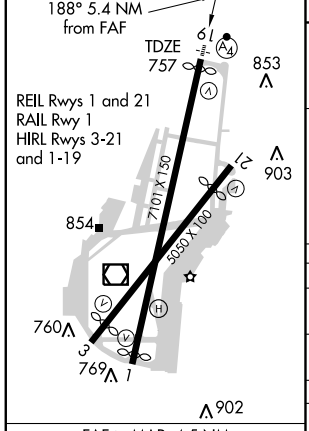
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. Inoperative table does not apply.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MALSF

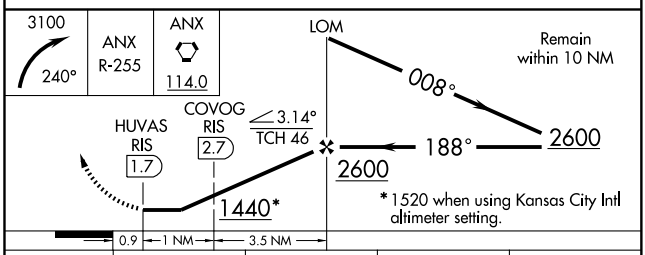
MISSED APPROACH: Climbing right turn to 3100 on heading 240° then left turn via ANX R-255 to ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

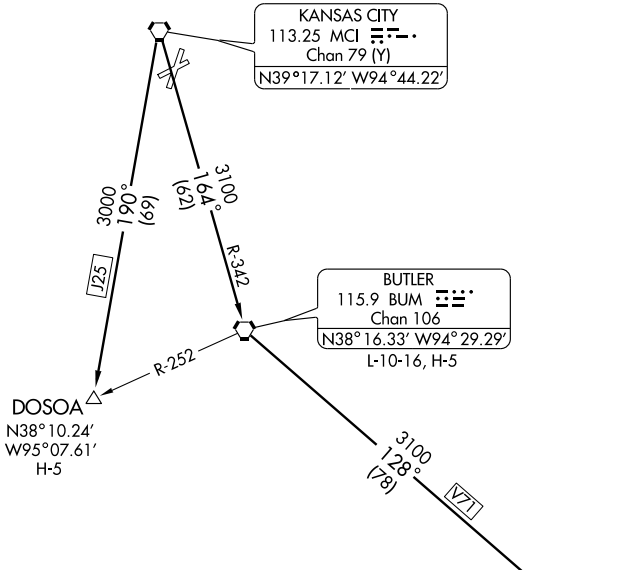



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1440/50 | 683 (700-1) | 1440-2<br>683 (700-2) | 1440-2¼<br>683 (700-2¼) |
| CIRCLING | 1440-1 | 681 (700-1) | 1440-2<br>681 (700-2) | 1440-2¼<br>681 (700-2¼) |
| DME MINIMUMS | | | | |
| S-19 | 1400/50 | 643 (700-1) | 1400-1¾<br>643 (700-1¾) | 1400-2<br>643 (700-2) |
| CIRCLING | 1400-1 | 641 (700-1) | 1400-1¾<br>641 (700-1¾) | 1400-2<br>641 (700-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

# RACER THREE DEPARTURE

ATIS
120.75
CLNC DEL
121.9




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

| WAAS CH 50112 W03A | APP CRS 033° | Rwy ldg 4550<br>TDZE 744<br>Apt Elev 759 |
|---|---|---|

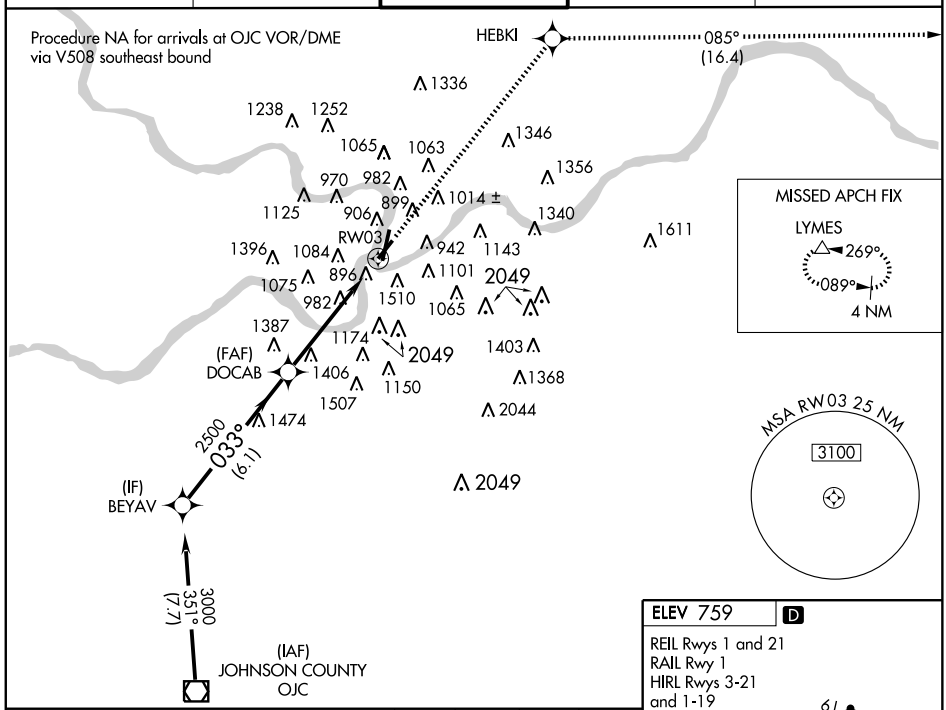
# RNAV (GPS) RWY 3

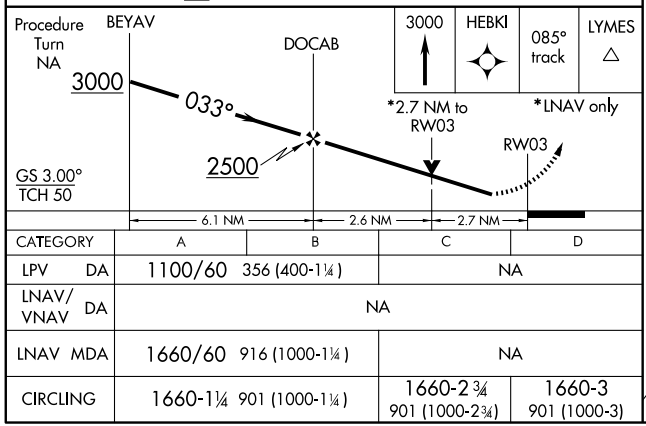
## KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

DME/DME RNP- 0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
VDP NA with Kansas City Intl altimeter setting.
When VGSI inoperative, circling Rwys 19 and 21 NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.

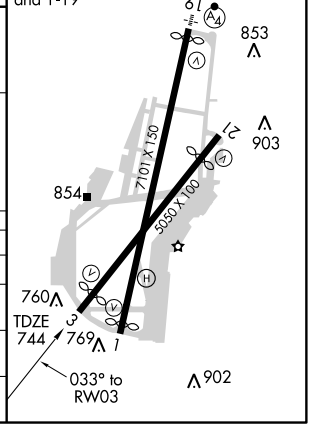
MISSED APPROACH: Climb to 3000 direct HEBKI and via 085° track to LYMES and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1100/60 356 (400-1¼) | | NA | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1660/60 916 (1000-1¼) | | NA | |
| CIRCLING | 1660-1¼ 901 (1000-1¼) | | 1660-2¾ 901 (1000-2¾) | 1660-3 901 (1000-3) |




NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4351 |
|---|---|---|
| 222° | TDZE | 744 |
| | Apt Elev | 759 |

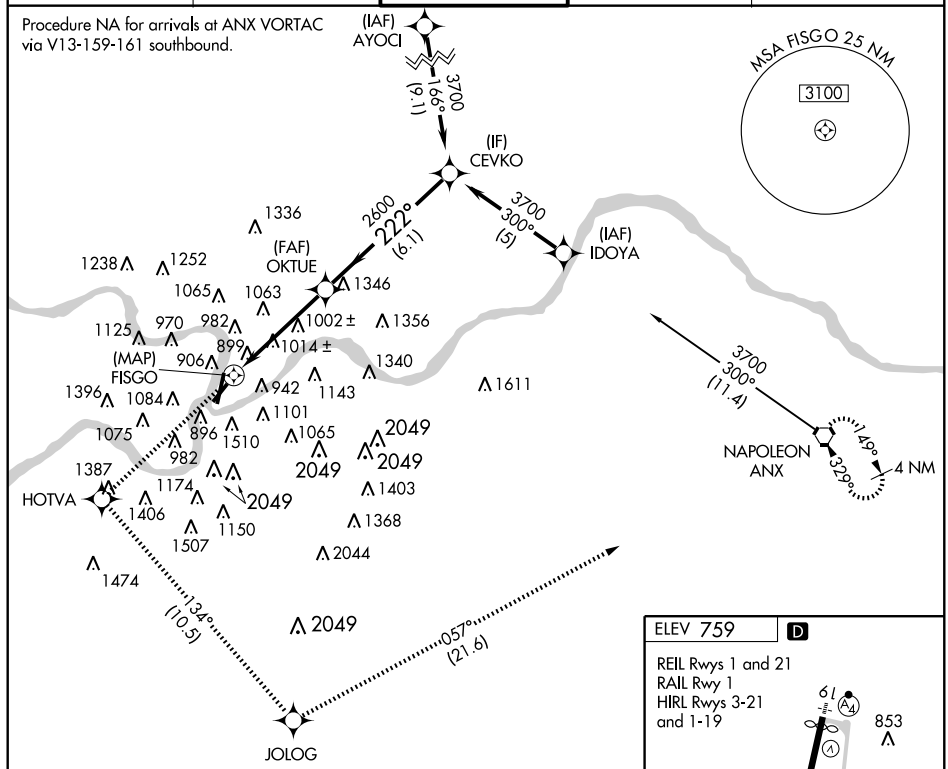
# RNAV (GPS) RWY 21

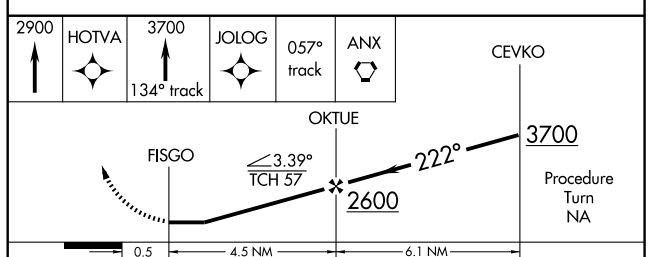
## KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

DME/DME RNP-0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. When VGSI inoperative, procedure NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

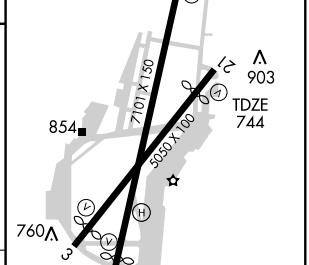
MISSED APPROACH: Climb to 2900 direct HOTVA then climb to 3700 via 134° track to JOLOG then via 057° track to ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |



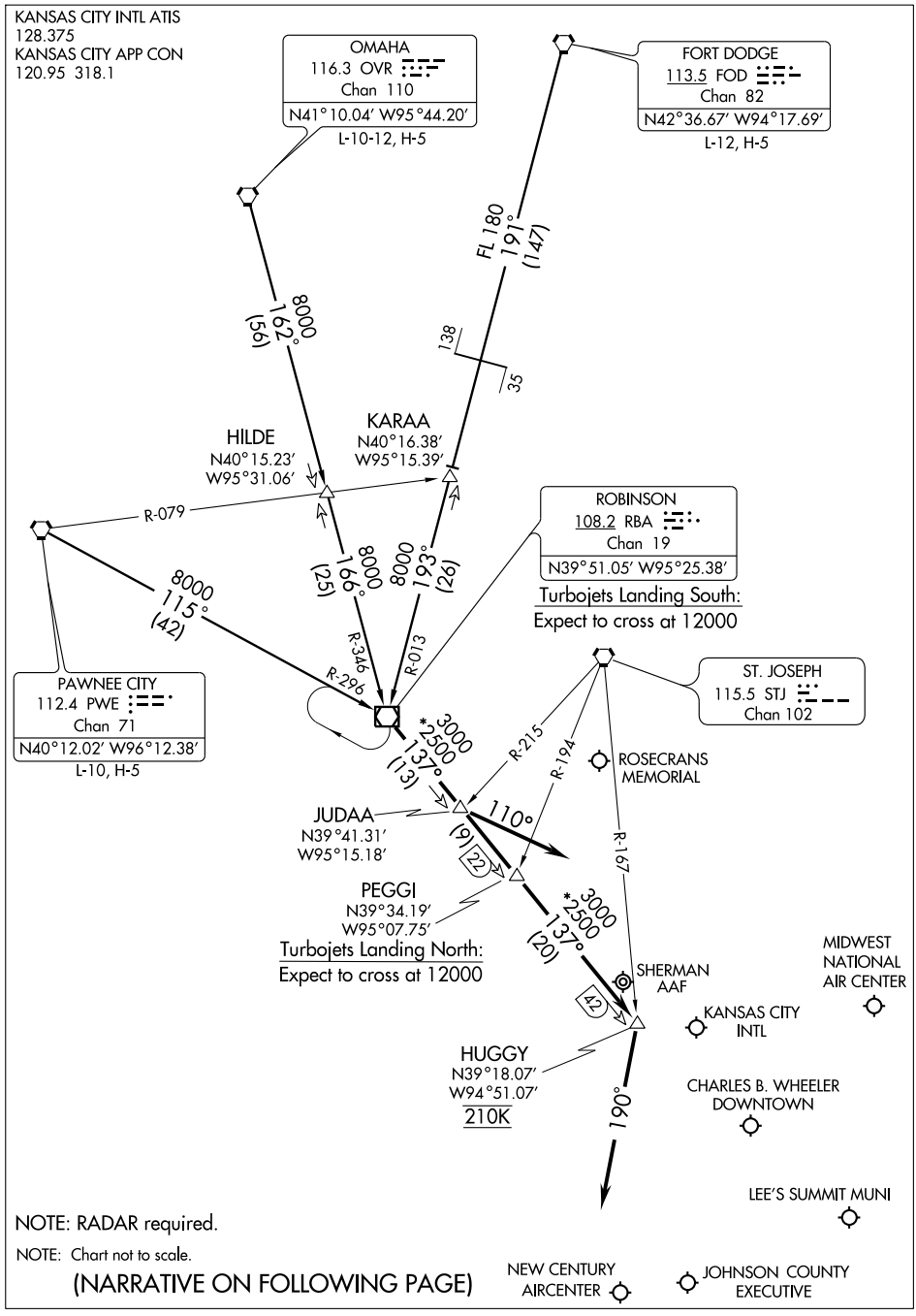

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1620-1<br>876 (900-1) | 1620-1¼<br>876 (900-1¼) | NA | |
| CIRCLING | 1620-1<br>861 (900-1) | 1620-1¼<br>861 (900-1¼) | 1620-2½<br>861 (900-2½) | 1620-2¾<br>861 (900-2¾) |



# ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

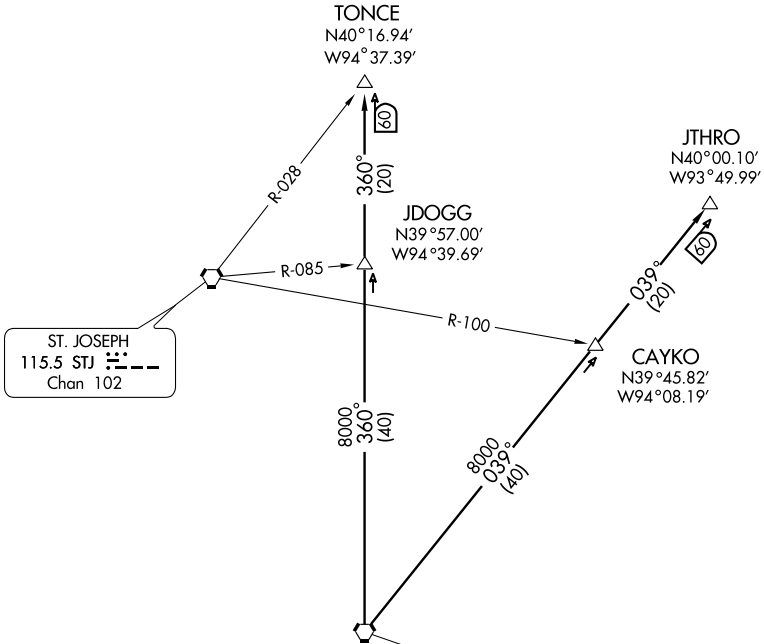
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

# ROYAL THREE DEPARTURE

ATIS 120.75
CLNC DEL 121.9




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

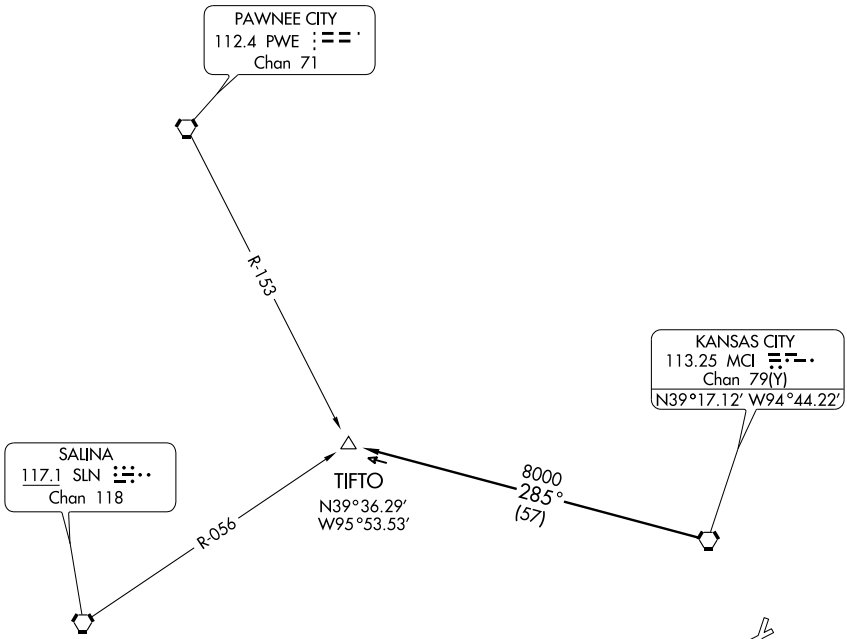
JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 14 JAN 2010 to 11 FEB 2010

# TIFTO TWO DEPARTURE

ATIS 120.75
CLNC DEL 121.9




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

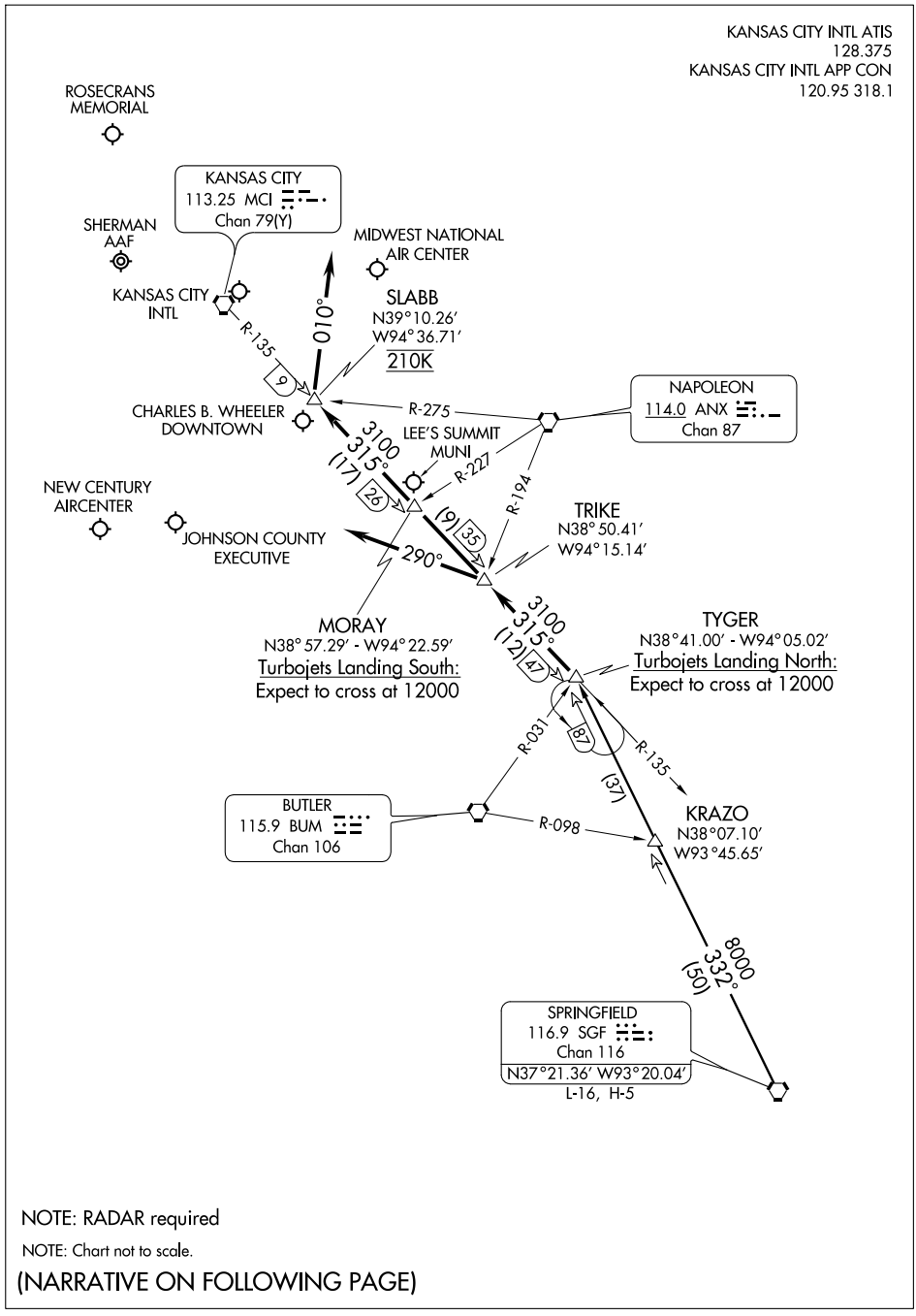
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

(TYGER.TYGER6) 08101

# TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

| VOR/DME RIS 111.4 Chan 51 | APP CRS 028° | Rwy ldg 4550<br>TDZE 744<br>Apt Elev 759 |
|---|---|---|

# VOR RWY 3

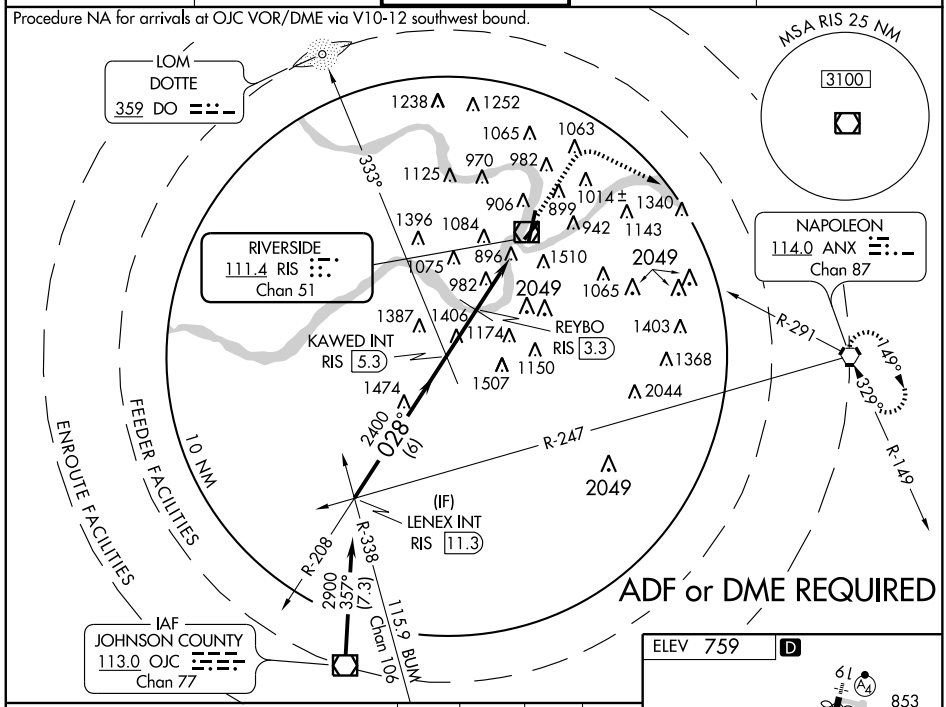
## KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

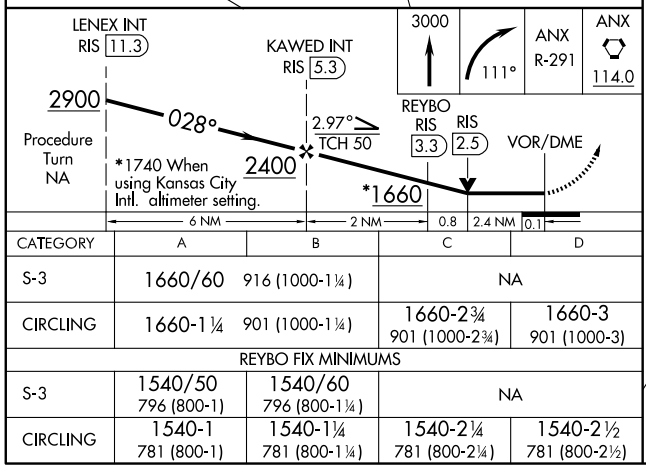
T A NA Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not recieved, use Kansas City Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via heading 111° and ANX R-291 to ANX VORTAC and hold.

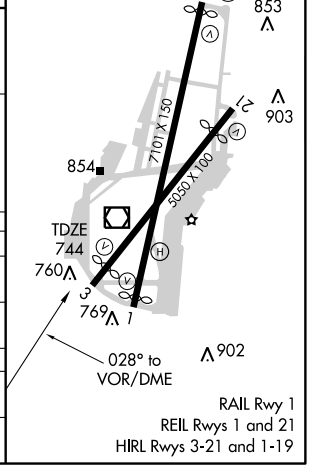
| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |

Procedure NA for arrivals at OJC VOR/DME via V10-12 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1660/60 | 916 (1000-1¼) | NA | |
| CIRCLING | 1660-1¼ | 901 (1000-1¼) | 1660-2¾<br>901 (1000-2¾) | 1660-3<br>901 (1000-3) |
| REYBO FIX MINIMUMS | | | | |
| S-3 | 1540/50<br>796 (800-1) | 1540/60<br>796 (800-1¼) | NA | |
| CIRCLING | 1540-1<br>781 (800-1) | 1540-1¼<br>781 (800-1¼) | 1540-2¼<br>781 (800-2¼) | 1540-2½<br>781 (800-2½) |



| VOR/DME RIS | APP CRS | Rwy ldg | 6901 |
|---|---|---|---|
| 111.4 | 193° | TDZE | 757 |
| Chan 51 | | Apt Elev | 759 |

# VOR RWY 19

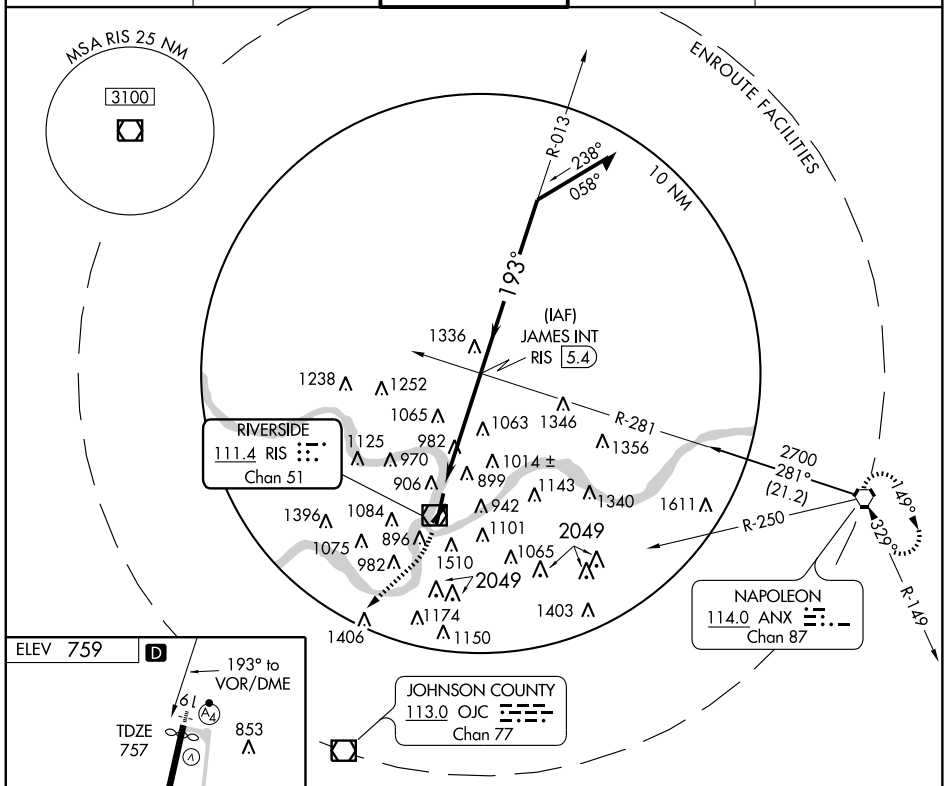
## KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

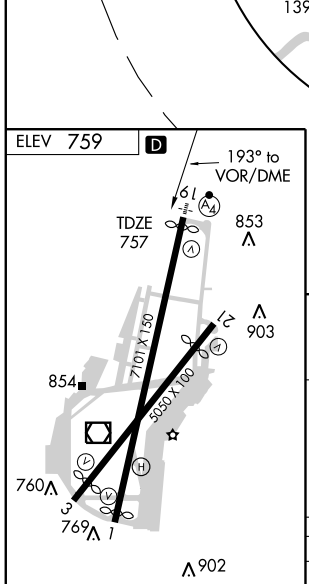
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not received, use Kansas City Intl altimeter settings and increase all MDAs 80 feet. Inoperative table does not apply.

MALSF

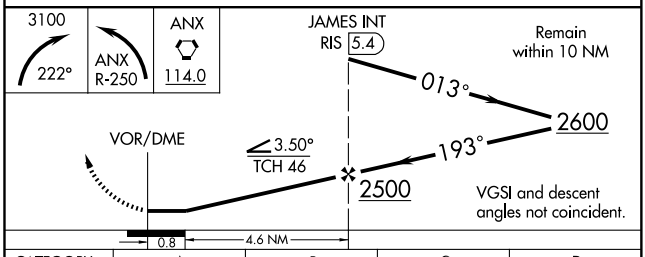
MISSED APPROACH: Climbing right turn to 3100 on heading 222°, then left turn via ANX R-250 to ANX VORTAC and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |




REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1400/50 | 643 (700-1) | 1400-1¾<br>643 (700-1¾) | 1400-2<br>643 (700-2) |
| CIRCLING | 1400-1 | 641 (700-1) | 1400-1¾<br>641 (700-1¾) | 1400-2<br>641 (700-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME RIS | APP CRS | Rwy ldg | 4351 |
|---|---|---|---|
| 111.4 | 218° | TDZE | 744 |
| Chan 51 | | Apt Elev | 759 |

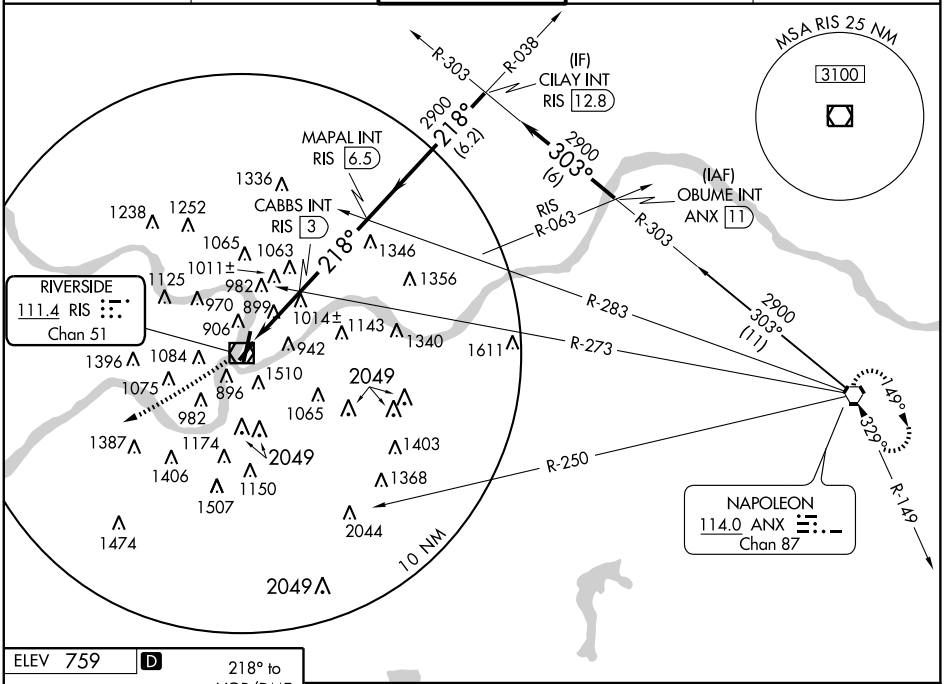
# VOR RWY 21

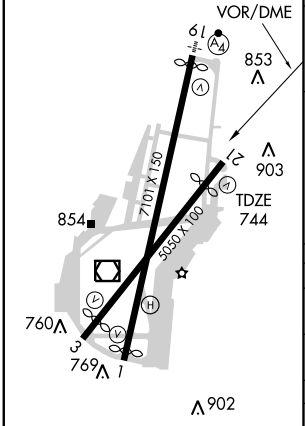
## KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
If local altimeter setting not received, use Kansas City Intl atimeter setting and increase all MDAs 80 feet.

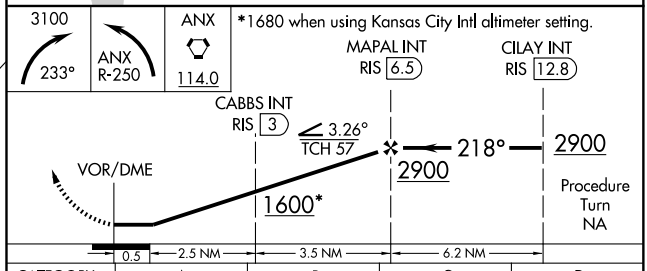
MISSED APPROACH: Climbing right turn to 3100 on heading 233° then left turn to ANX VORTAC via R-250 and hold.

| ATIS | KANSAS CITY APP CON | DOWNTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.75 | 118.4 294.7 | 133.3 257.8 | 121.9 | 121.9 |




REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19



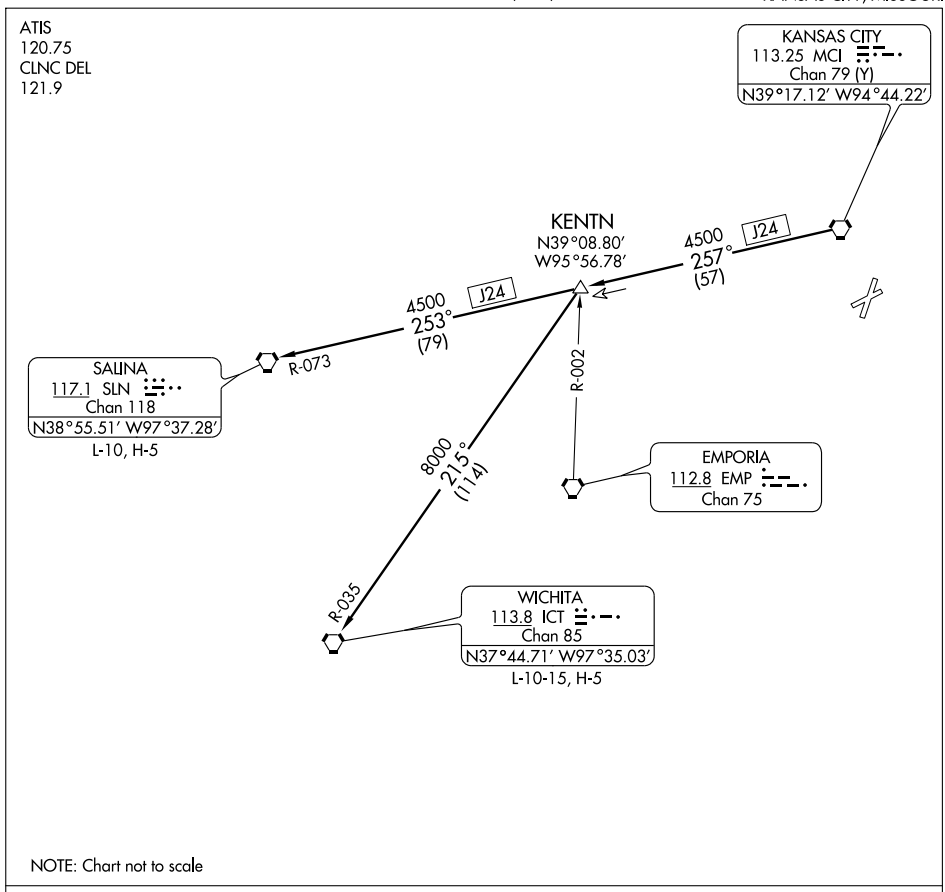

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1600-1<br>856 (900-1) | 1600-1¼<br>856 (900-1¼) | NA | |
| CIRCLING | 1600-1<br>841 (900-1) | 1600-1¼<br>841 (900-1¼) | 1600-2½<br>841 (900-2½) | 1600-2¾<br>841 (900-2¾) |
| CABBS FIX MINIMUMS | | | | |
| S-21 | 1320-1 576 (600-1) | | NA | |
| CIRCLING | 1380-1<br>621 (700-1) | 1400-1<br>641 (700-1) | 1400-1¾<br>641 (700-1¾) | 1400-2<br>641 (700-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

(WLDCT2.MCI) 07298

# WILDCAT TWO DEPARTURE

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
SL-213 (FAA)
KANSAS CITY, MISSOURI




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

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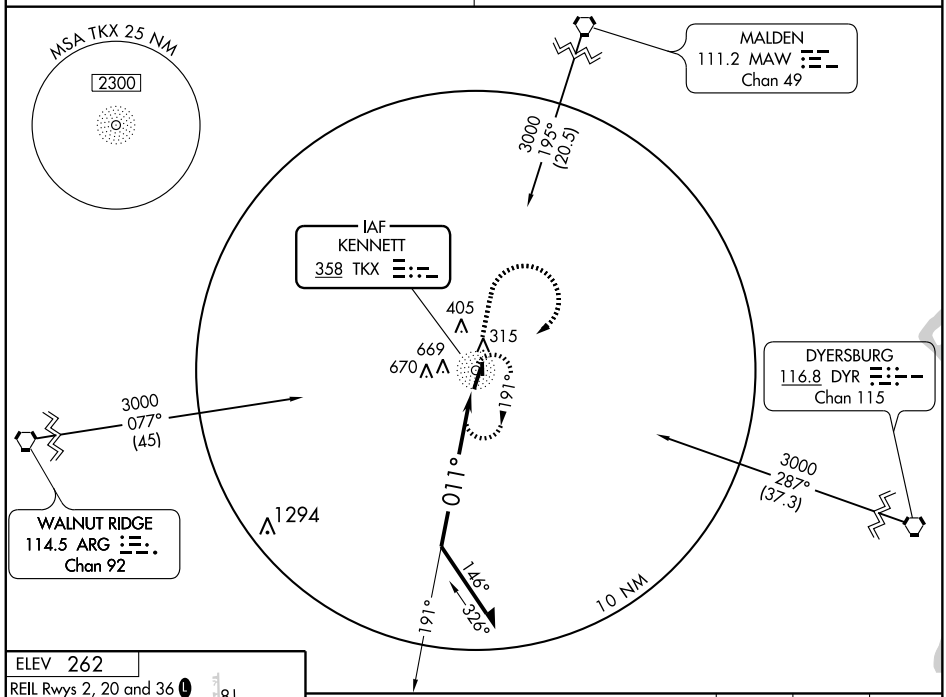
| NDB TKX | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 358 | 011° | TDZE | 262 |
| | | Apt Elev | 262 |

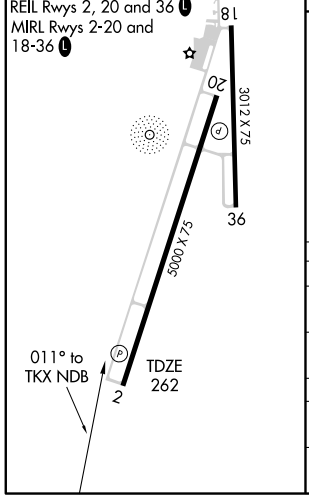
# NDB RWY 2
## KENNETT MEMORIAL (TKX)

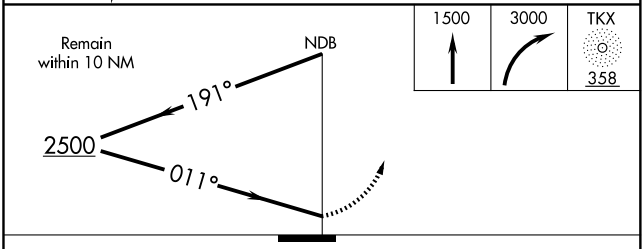
Circling NA to Rwy 36 at night.
Obtain local altimeter on CTAF; when not received, use Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct TKX NDB and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1080-1<br>818 (900-1) | 1080-1¼<br>818 (900-1¼ ) | 1080-2½<br>818 (900-2½) | NA |
| CIRCLING | 1080-1<br>818 (900-1) | 1080-1¼<br>818 (900-1¼ ) | 1080-2½<br>818 (900-2½) | NA |
| BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS | | | | |
| S-2 | 1120-1<br>858 (900-1) | 1120-1¼<br>858 (900-1¼ ) | 1120-2½<br>858 (900-2½) | NA |
| CIRCLING | 1120-1<br>858 (900-1) | 1120-1¼<br>858 (900-1¼ ) | 1120-2½<br>858 (900-2½) | NA |

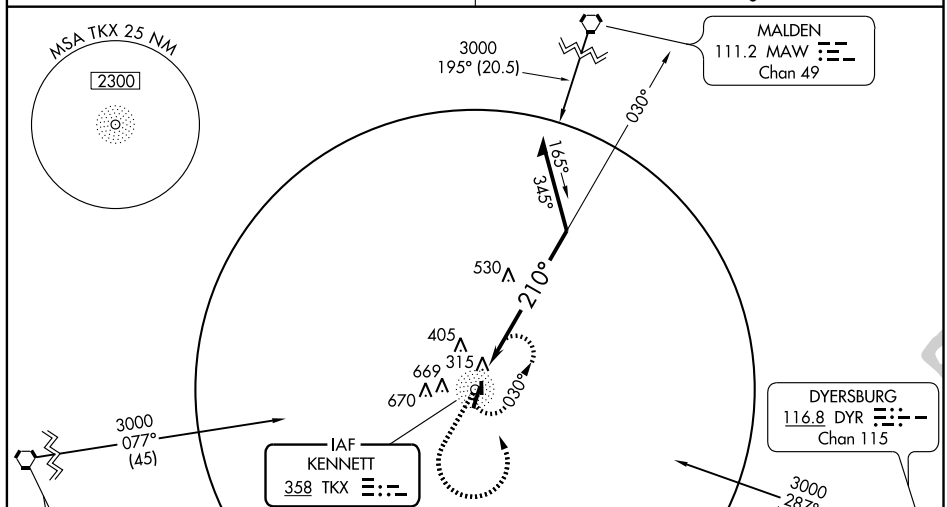
| NDB TKX | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 358 | 210° | TDZE | 262 |
| | | Apt Elev | 262 |

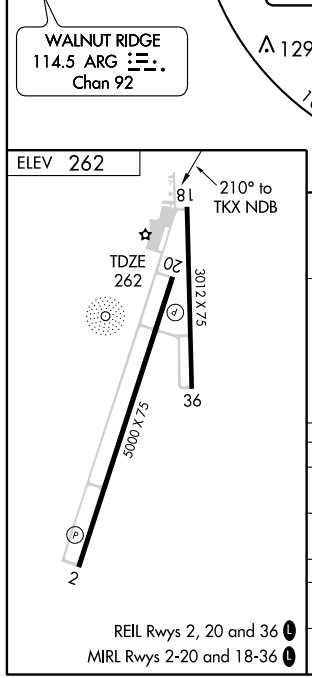
# NDB RWY 20
## KENNETT MEMORIAL (TKX)

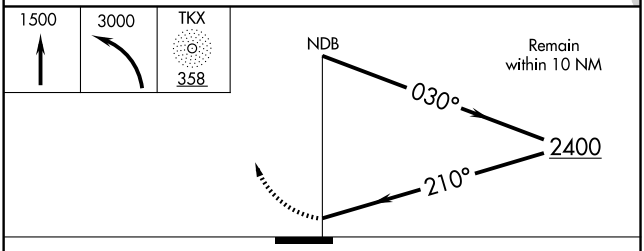
T NA Circling NA west of Rwys 2 and 18.
Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct TKX NDB and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 940-1 | 678 (700-1) | 940-2<br>678 (700-2) | NA |
| CIRCLING | 940-1 | 678 (700-1) | 940-2<br>678 (700-2) | NA |
| BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS | | | | |
| S-20 | 980-1 | 718 (800-1) | 980-2<br>718 (800-2) | NA |
| CIRCLING | 980-1 | 718 (800-1) | 980-2<br>718 (800-2) | NA |

REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 029° | TDZE | 262 |
| | Apt Elev | 262 |

# RNAV (GPS) RWY 2
## KENNETT MEMORIAL (TKX)

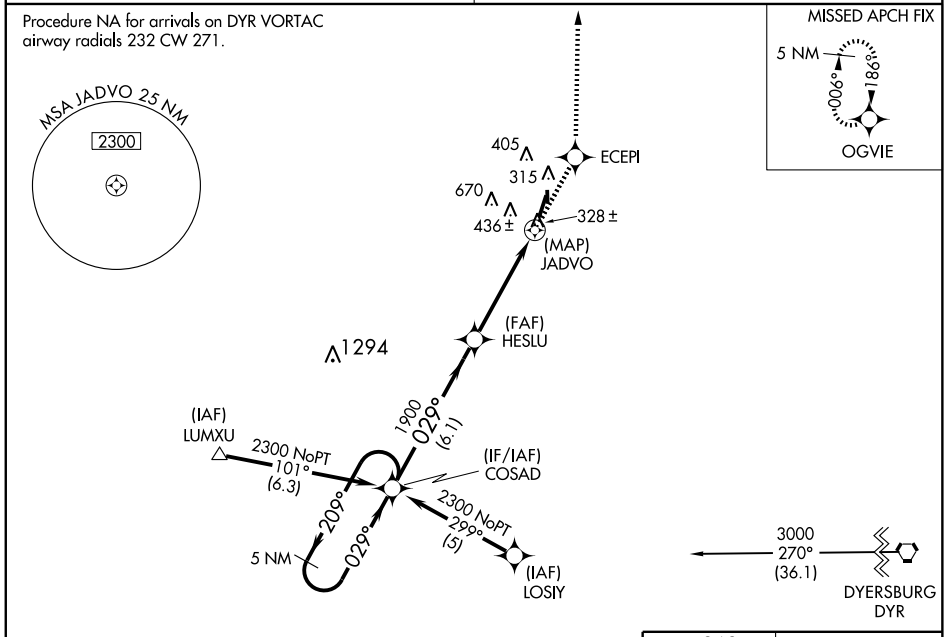
T
NA

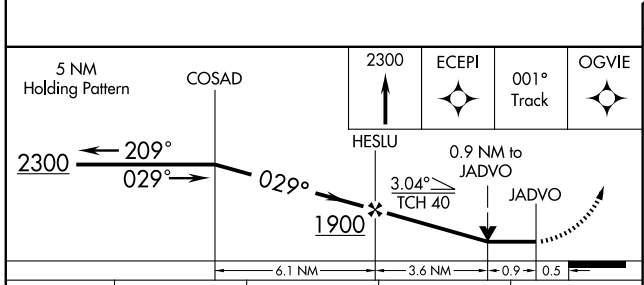
DME/DME RNP-0.3 NA.
Circling NA west of Rwys 2 and 18. Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.
VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct ECEPI and via 001° track to OGVIE and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |

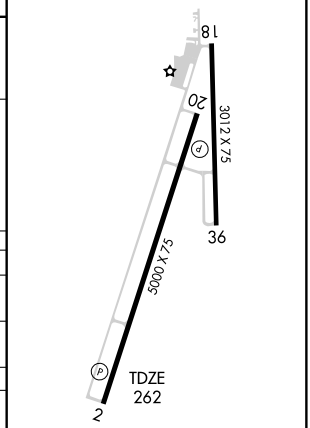
Procedure NA for arrivals on DYR VORTAC airway radials 232 CW 271.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 478 (500-1) | | 740-1¼ 478 (500-1¼) | NA |
| CIRCLING | 740-1 478 (500-1) | | 740-1½ 478 (500-1½) | NA |
| BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 800-1 538 (600-1) | | 800-1½ 538 (600-1½) | NA |
| CIRCLING | 800-1 538 (600-1) | | 800-1½ 538 (600-1½) | NA |

ELEV 262




REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 186° | TDZE | 262 |
| | Apt Elev | 262 |

# RNAV (GPS) RWY 20
## KENNETT MEMORIAL (TKX)

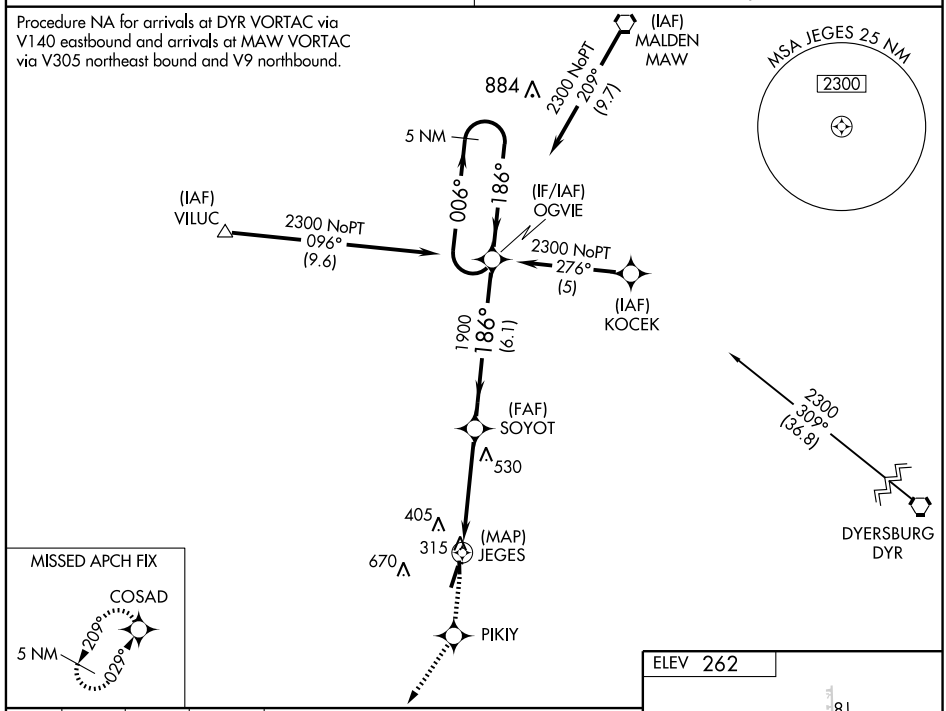
T
A NA

DME/DME RNP-0.3 NA. Circling NA to Rwy 36 at night. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting. Circling NA west of Rwys 2 and 18. VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct PIKIY and via 214° track to COSAD and hold.

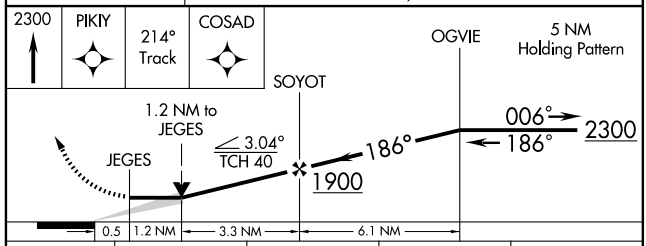
| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |

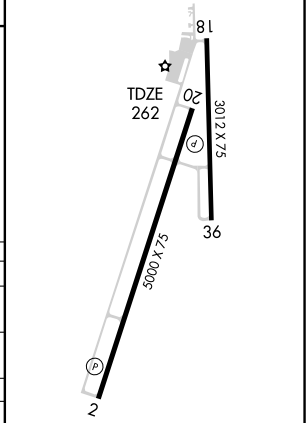
Procedure NA for arrivals at DYR VORTAC via V140 eastbound and arrivals at MAW VORTAC via V305 northeast bound and V9 northbound.










REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 578 (600-1) | | 840-1½ 578 (600-1½) | NA |
| CIRCLING | 840-1 578 (600-1) | | 840-1½ 578 (600-1½) | NA |
| BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 880-1 618 (700-1) | | 880-1¾ 618 (700-1¾) | NA |
| CIRCLING | 880-1 618 (700-1) | | 880-1¾ 618 (700-1¾) | NA |

NC-3. 14 JAN 2010 to 11 FEB 2010

| VORTAC MAW 111.2 Chan 49 | APP CRS 194° | Rwy ldg 5000<br>TDZE 262<br>Apt Elev 262 |
|---|---|---|

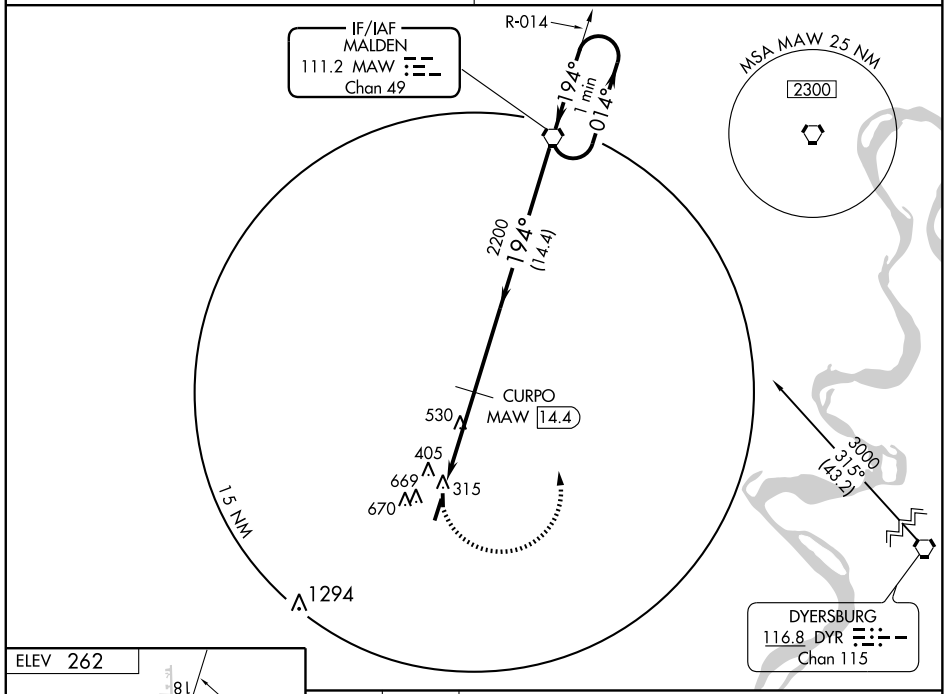
# VOR/DME RWY 20
## KENNETT MEMORIAL (TKX)

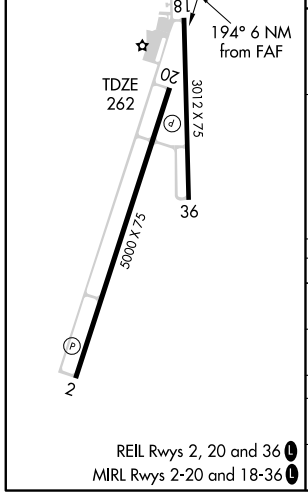
T
A NA

Circling NA west of Rwys 2 and 18.
Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

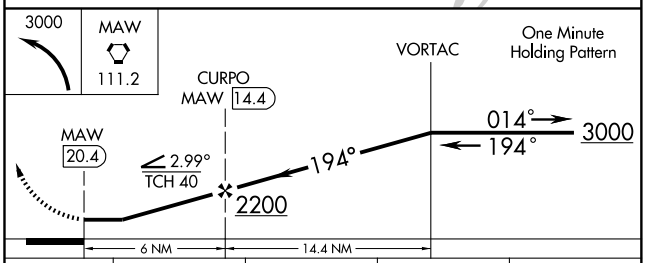
MISSED APPROACH: Climbing left turn to 3000 direct MAW VORTAC and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |




REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L



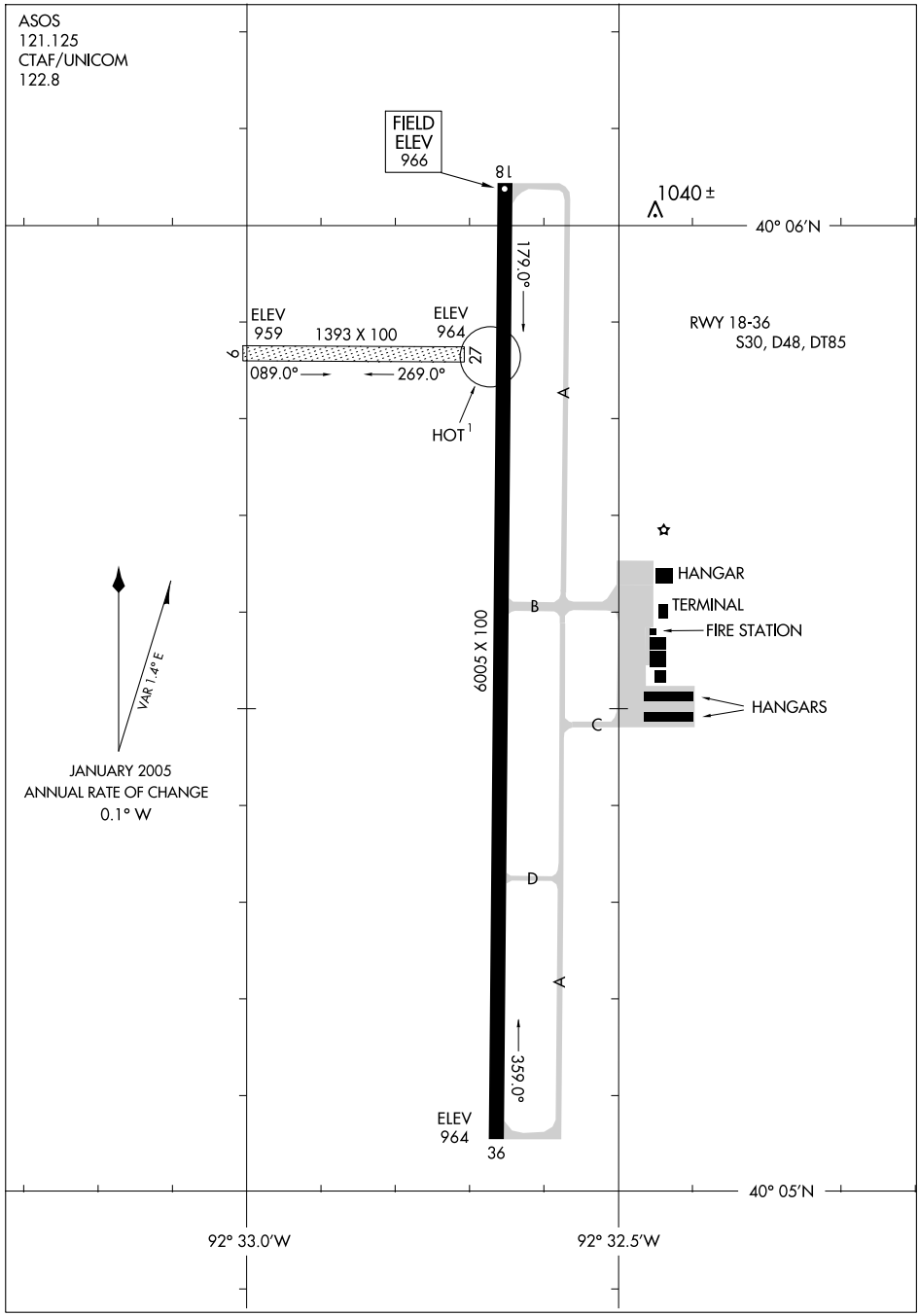

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 900-1<br>638 (700-1) | 900-1¼<br>638 (700-1¼) | 900-1¾<br>638 (700-1¾) | NA |
| CIRCLING | 900-1<br>638 (700-1) | 900-1¼<br>638 (700-1¼) | 900-1¾<br>638 (700-1¾) | NA |
| BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS | | | | |
| S-20 | 940-1<br>678 (700-1) | 940-1¼<br>678 (700-1¼) | 940-2<br>678 (700-2) | NA |
| CIRCLING | 940-1<br>678 (700-1) | 940-1¼<br>678 (700-1¼) | 940-2<br>678 (700-2) | NA |

09239

# AIRPORT DIAGRAM

AL-217 (FAA)

KIRKSVILLE RGNL (IRK)
KIRKSVILLE, MISSOURI




NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-IRK | APP CRS | Rwy ldg | 6005 |
|---|---|---|---|
| 111.5 | 357° | TDZE | 965 |
| Chan 52 | | Apt Elev | 966 |

# ILS or LOC/DME RWY 36

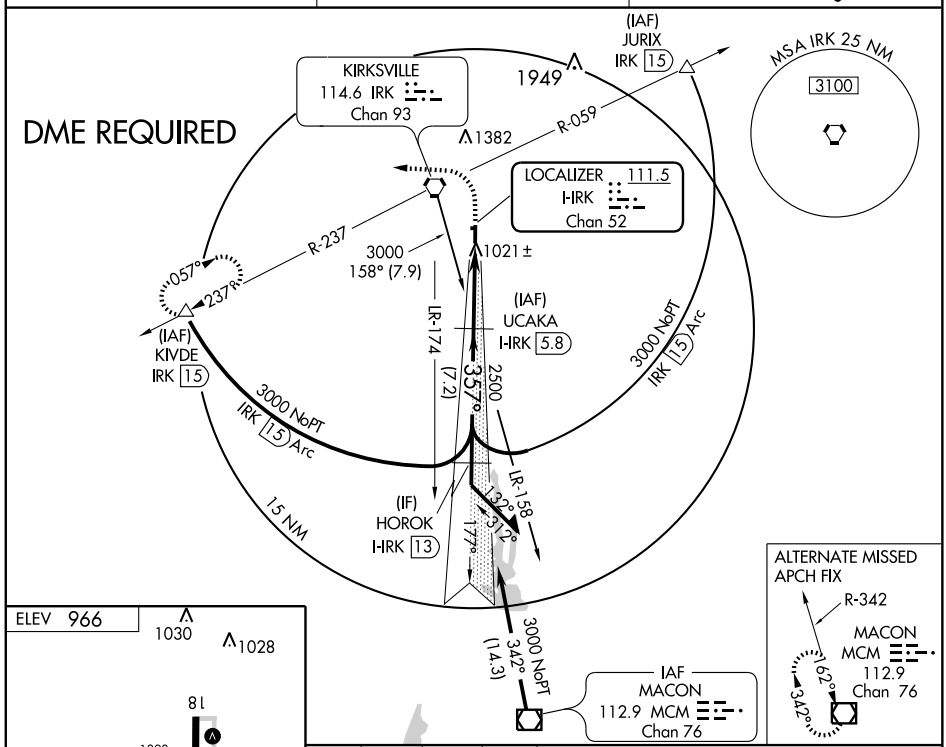
KIRKSVILLE RGNL (IRK)

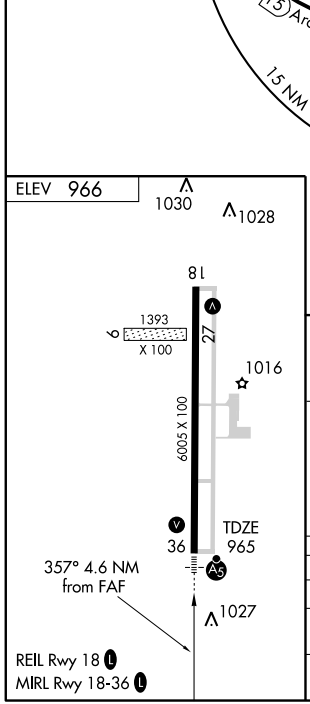
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase S-ILS 36 all Cats, S-LOC 36 Cats C and D and Circling Cats C and D visibility ¼ mile. VDP NA when using Ottumwa Industrial altimeter setting. For inoperative MALSR when using Ottumwa Industrial altimeter setting, increase S-ILS 36 all Cats visibility ¼ mile, and S-LOC 36 Cat D visibility to 1½. DME Required. For inoperative MALSR, increase S-LOC 36 Cat D visibility ¼ mile.

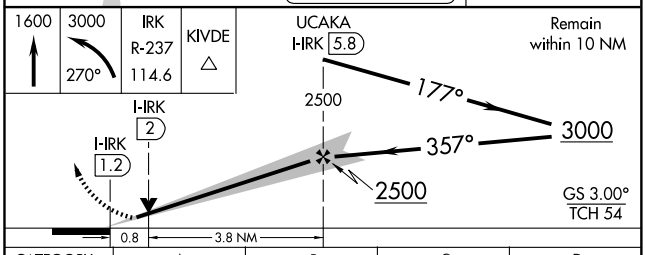
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 132.6 370.9 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 1165-½ 200 (200-½) | | | |
| S-LOC 36 | 1280-½ 315 (400-½) | | | 1280-¾ 315 (400-¾) |
| CIRCLING | 1400-1 434 (500-1) | 1420-1 454 (500-1) | 1420-1½ 454 (500-1½) | 1520-2 554 (600-2) |

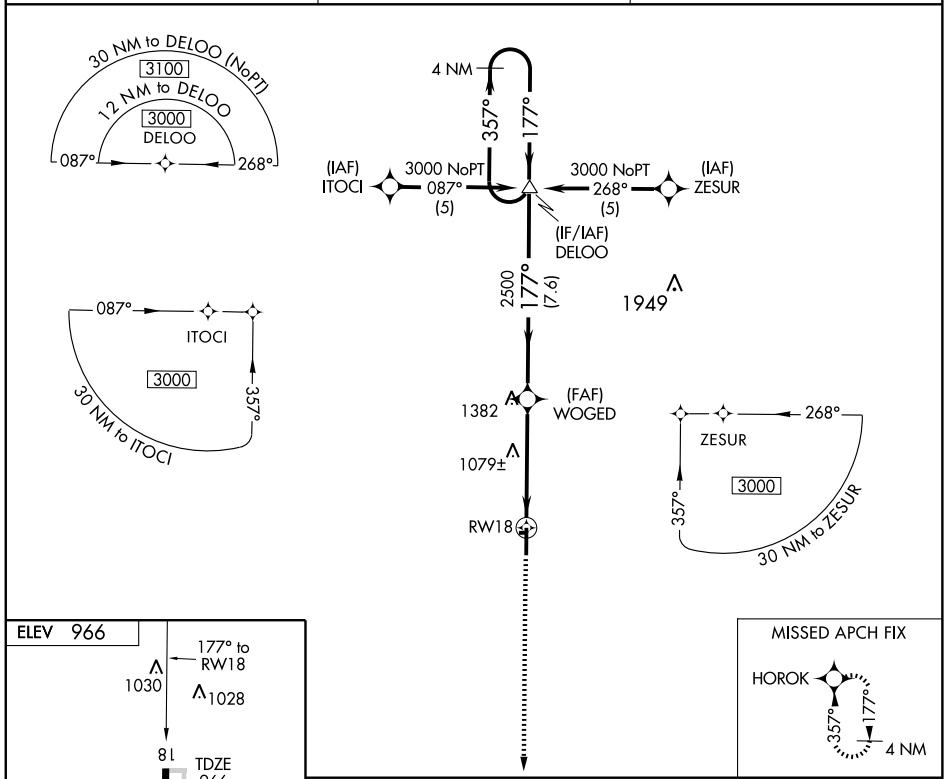
| APP CRS | Rwy ldg | 6005 |
|---|---|---|
| 177° | TDZE | 966 |
| | Apt Elev | 966 |

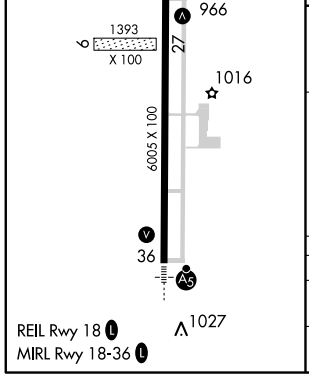
# RNAV (GPS) RWY 18
## KIRKSVILLE RGNL (IRK)

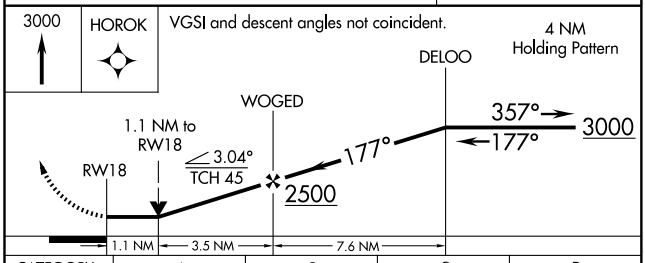
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Ottumwa Industrial altimeter setting.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet; increase LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOROK and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 132.6 370.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 374 (400-1) | | | 1340-1¼ 374 (400-1¼) |
| CIRCLING | 1400-1 434 (500-1) | 1420-1 454 (500-1) | 1420-1½ 454 (500-1½) | 1520-2 554 (600-2) |

| WAAS CH 70513 W36A | APP CRS 357° | Rwy ldg 6005<br>TDZE 965<br>Apt Elev 966 |
|---|---|---|

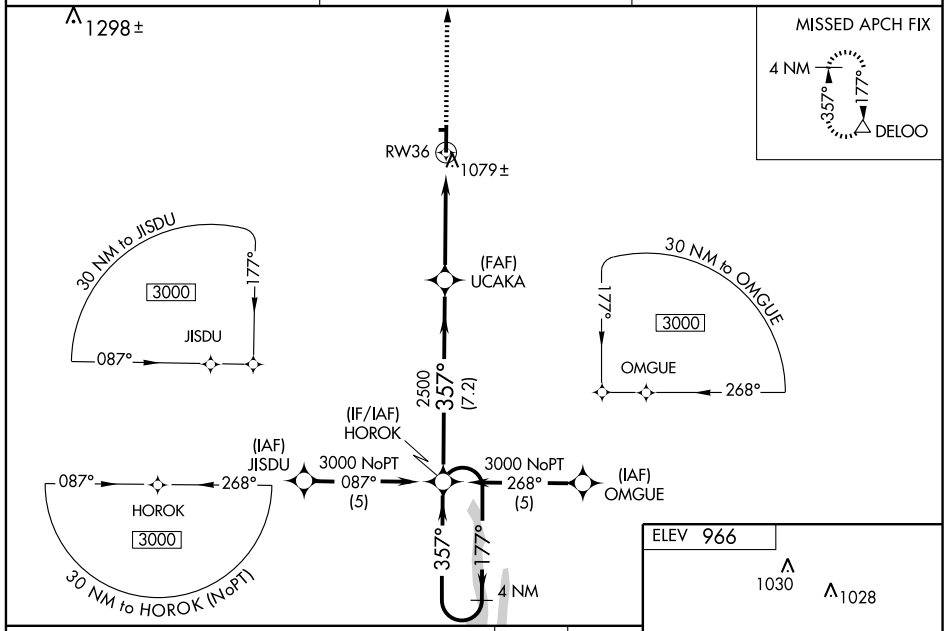
# RNAV (GPS) RWY 36
## KIRKSVILLE RGNL (IRK)

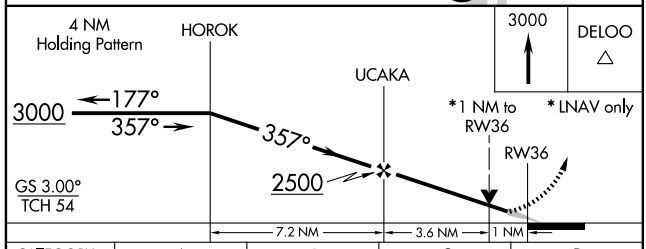
Baro-VNAV NA when using Ottumwa Industrial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase LPV all Cats; LNAV Cat D, and Circling Cat C and D visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C visibility ½ mile.
VDP NA when using Ottumwa Industrial altimeter setting.
For inoperative MALSR, when using Ottumwa Industrial altimeter setting increase LPV all Cats visibility to 1¼, and LNAV Cat D visibility to 1¾.

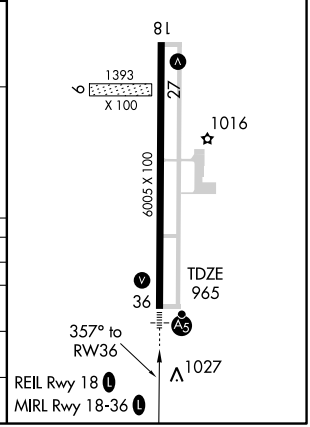
MALSR A5

MISSED APPROACH: Climb to 3000 direct DELOO and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 132.6 370.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1165-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1349-¾ 384 (400-¾) | | | |
| LNAV MDA | 1340-½ 375 (400-½) | | | 1340-1 375 (400-1) |
| CIRCLING | 1400-1 434 (500-1) | 1420-1 454 (500-1) | 1420-1½ 454 (500-1½) | 1520-2 554 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

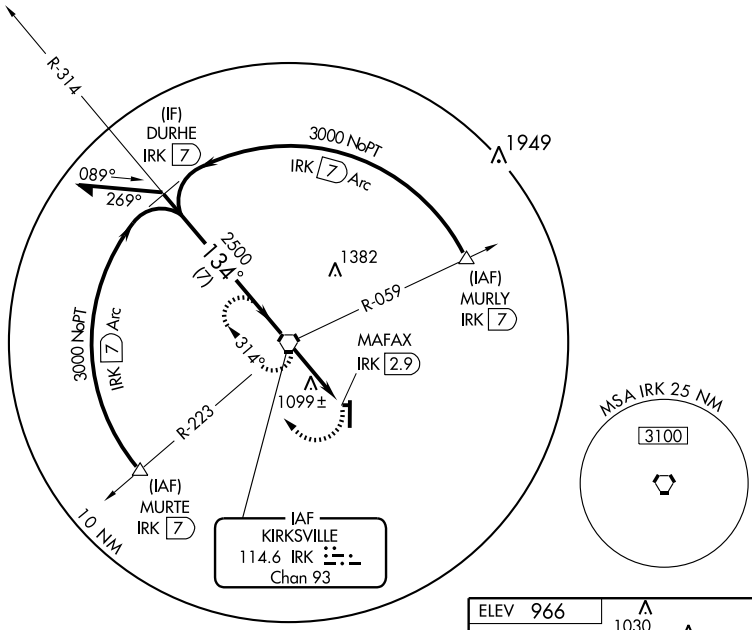
| VORTAC IRK | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.6 | 134° | TDZE | N/A |
| Chan 93 | | Apt Elev | 966 |

# VOR-A
## KIRKSVILLE RGNL (IRK)

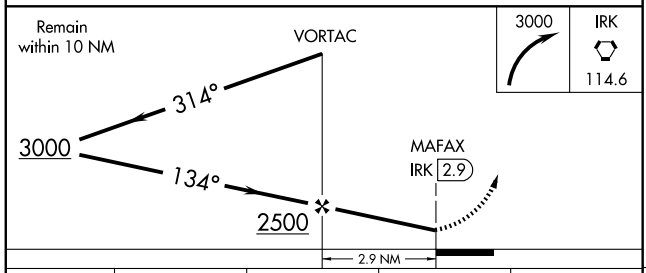
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, increase Cats C and D visibility ¼ mile.

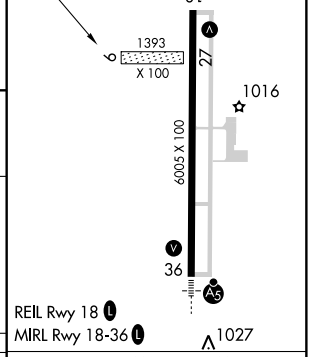
MISSED APPROACH: Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 132.6 370.9 | 122.8 (CTAF) L |




NoPT for arrivals at IRK VORTAC on airway radials 259 CW 007.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1<br>434 (500-1) | 1420-1<br>454 (500-1) | 1420-1½<br>454 (500-1½) | 1520-2<br>554 (600-2) |

| FAF to MAP 2.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |

NC-3. 14 JAN 2010 to 11 FEB 2010

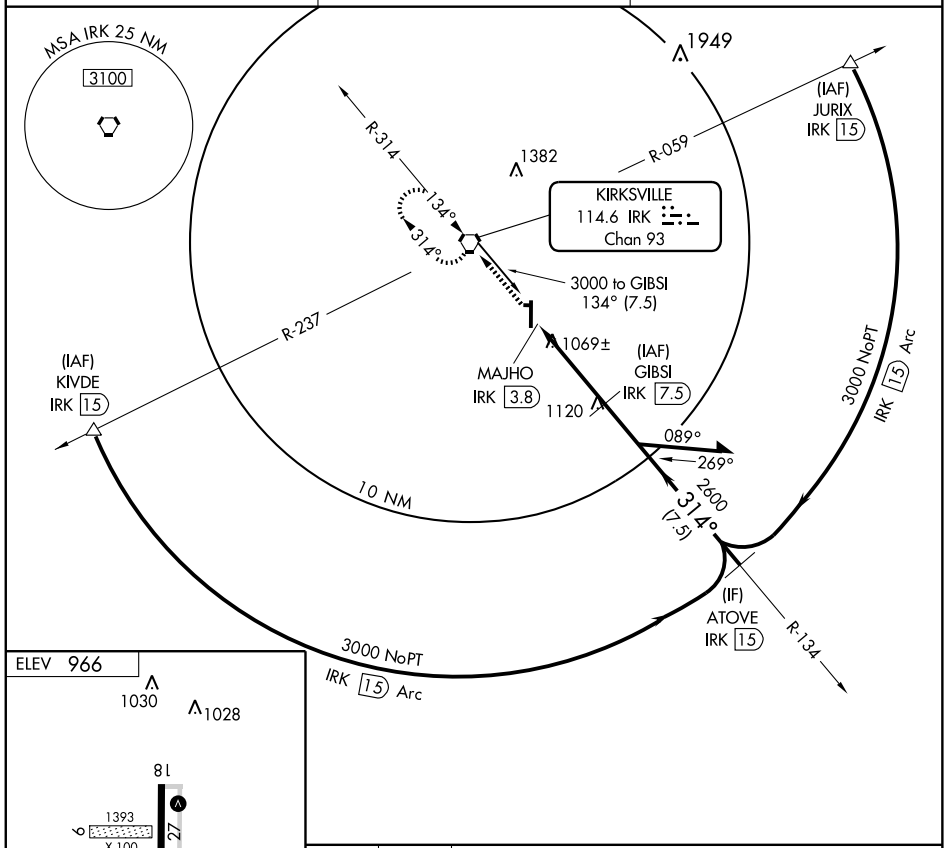
| VORTAC IRK | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.6 | 314° | TDZE | N/A |
| Chan 93 | | Apt Elev | 966 |

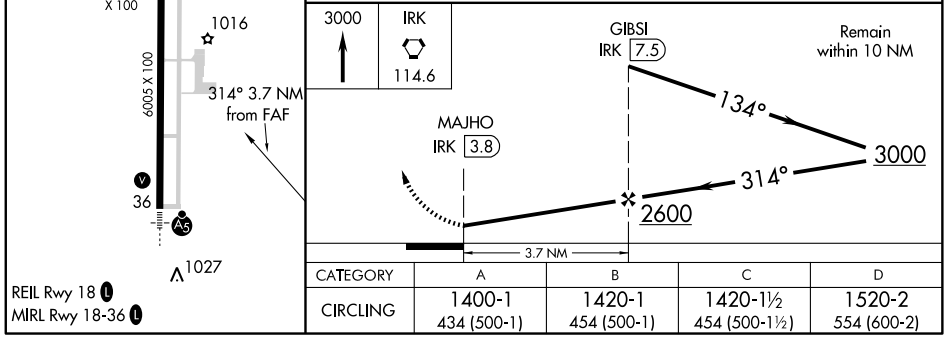
# VOR/DME-B
## KIRKSVILLE RGNL (IRK)

When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, and increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.125 | 132.6 370.9 | 122.8 (CTAF) L |

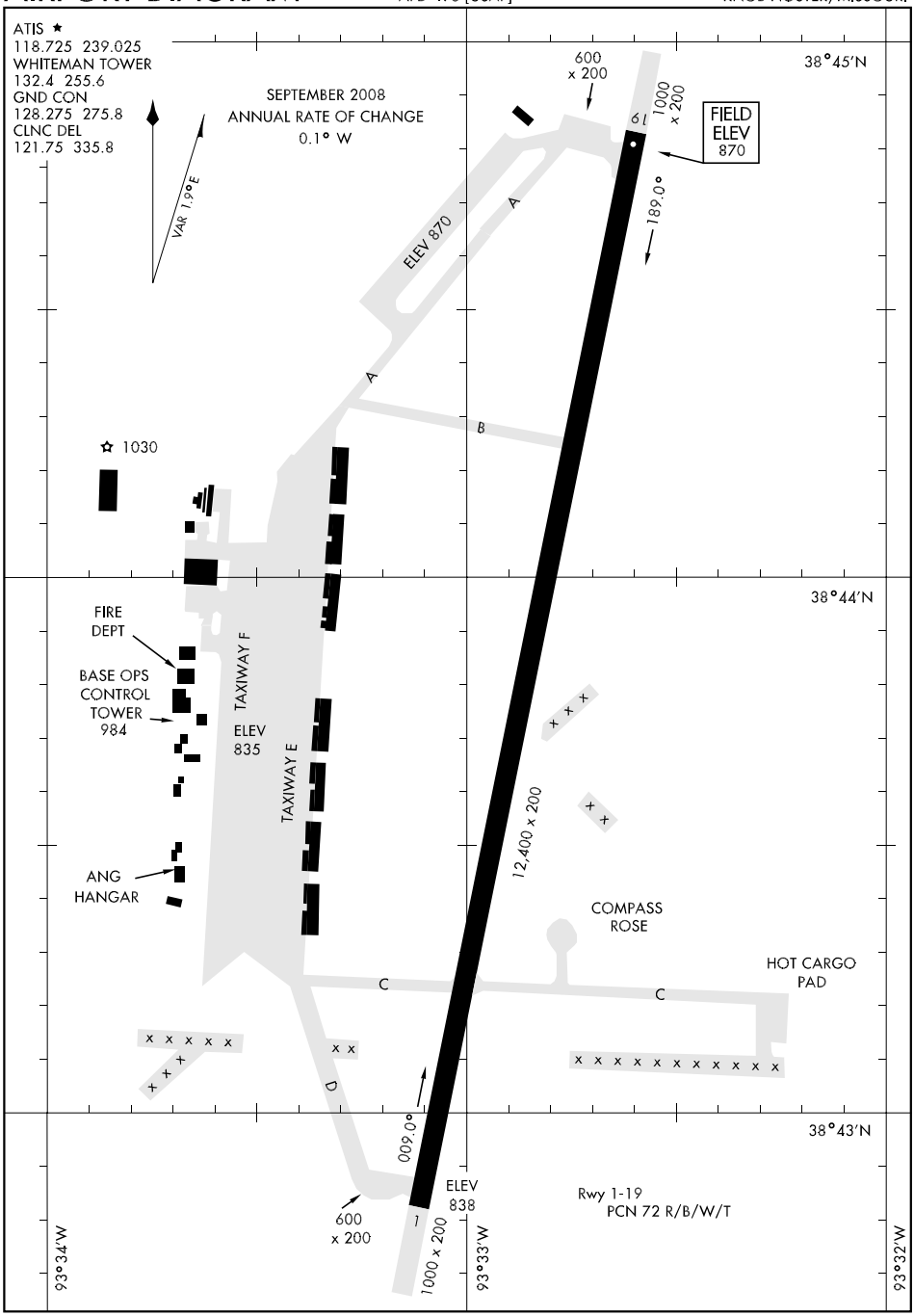



REIL Rwy 18 L
MIRL Rwy 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1<br>434 (500-1) | 1420-1<br>454 (500-1) | 1420-1½<br>454 (500-1½) | 1520-2<br>554 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010




NC-3, 14 JAN 2010 to 11 FEB 2010

# HI-ILS or LOC/DME RWY 1

| LOC I-SZL | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 110.3 | 007° | 12,400 / 837 / 870 |

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

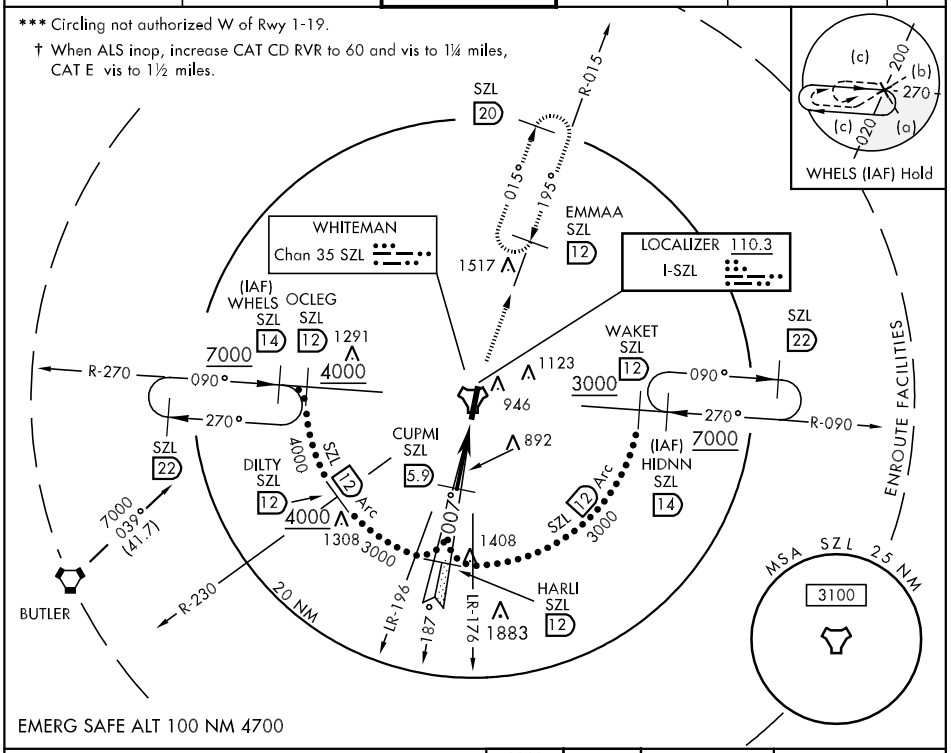
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

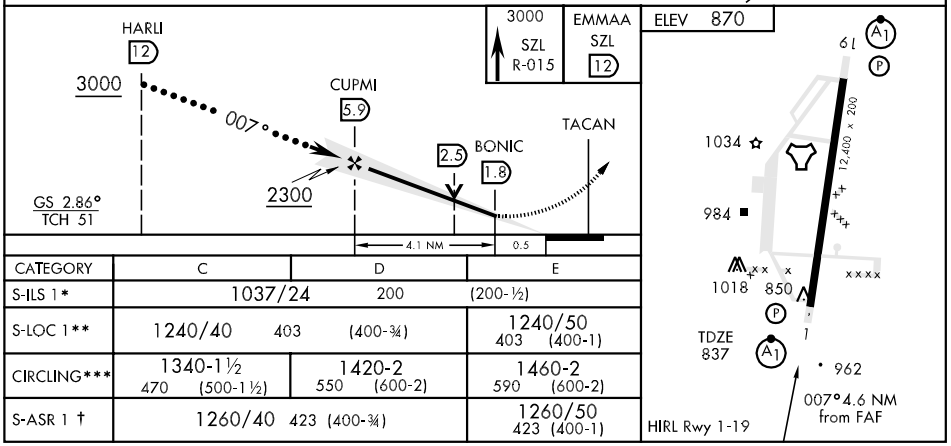
| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 1* | 1037/24 200 (200-½) | | |
| S-LOC 1** | 1240/40 403 (400-¾) | | 1240/50 403 (400-1) |
| CIRCLING*** | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 1 † | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |

# HI-ILS or LOC/DME RWY 19

| LOC I-MXJ | APCH CRS | Rwy ldg 12,400 |
|---|---|---|
| 108.5 | 187° | TDZE 870 |
| | | Arpt Elev 870 |

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

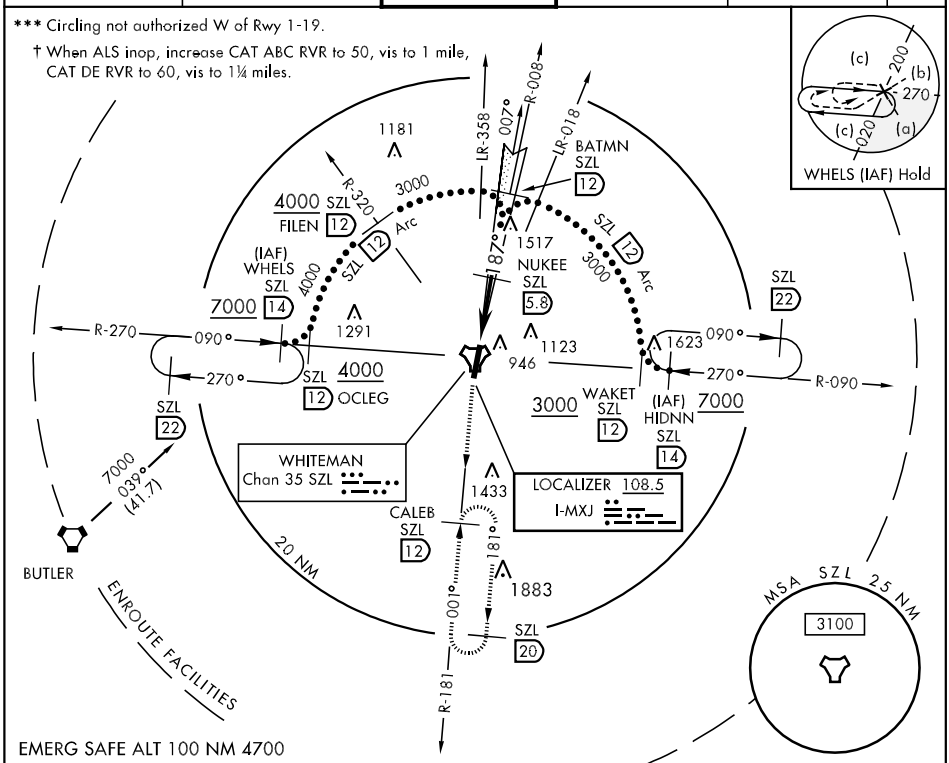
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

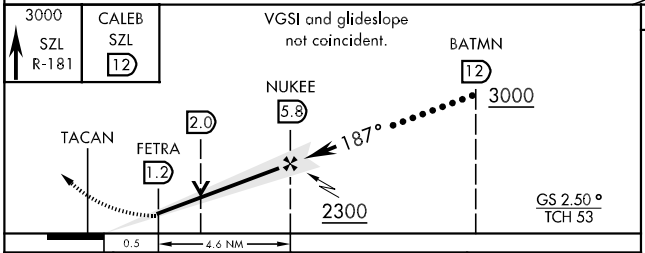
| ATIS * | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

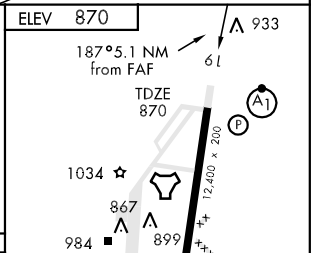
*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.




EMERG SAFE ALT 100 NM 4700




HIRL Rwy 1-19

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 19 * | 1070/24 200 (200-½) | | |
| S-LOC 19 ** | 1240/40 370 (400-¾) | | |
| CIRCLING *** | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 19 † | 1260/40 390 (400-¾) | | |

# HI-TACAN RWY 1

| TACAN SZL Chan 35 | APCH CRS 001° | Rwy ldg 12,400 TDZE 837 Arpt Elev 870 | JAL-496 [USAF] | WHITEMAN AFB (KSZL) |
|---|---|---|---|---|

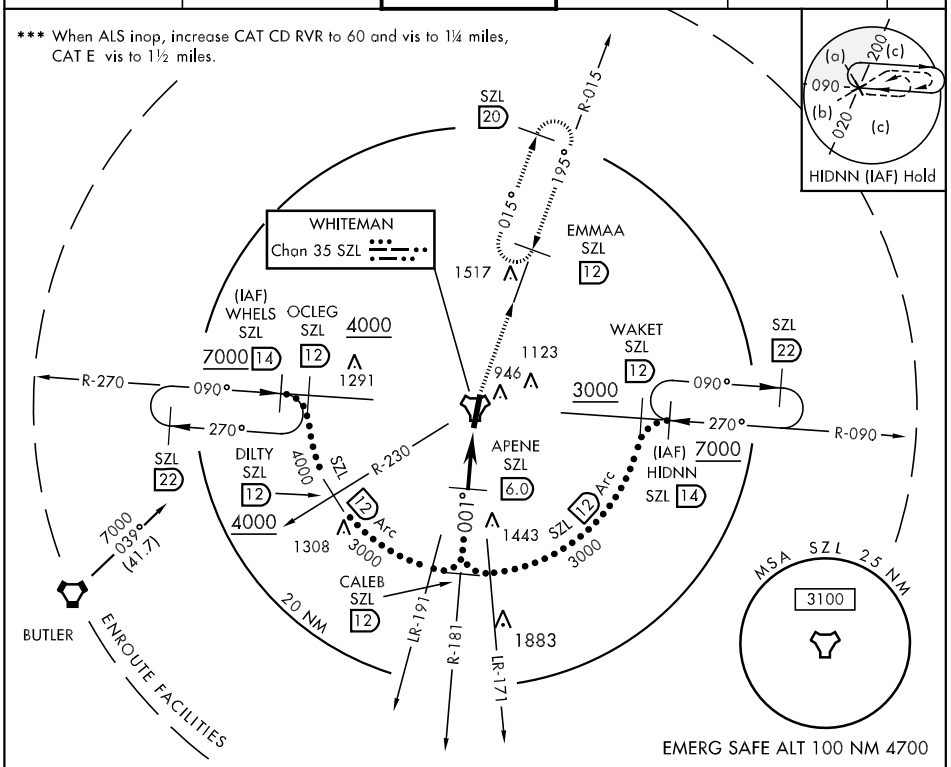
* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

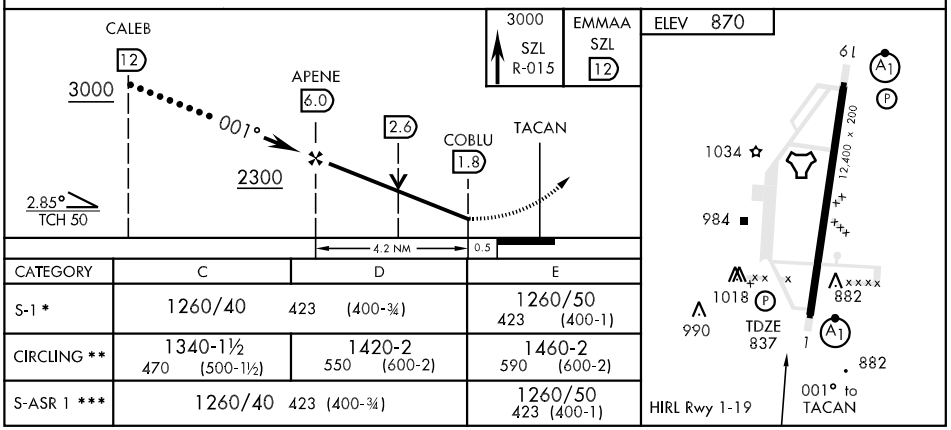
ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

| ATIS * | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

*** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-1 * | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |
| CIRCLING ** | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 1 *** | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |



NC-3, 14 JAN 2010 to 11 FEB 2010

# HI-TACAN RWY 19

| TACAN SZL Chan 35 | APCH CRS 195° | Rwy ldg 12,400 TDZE 870 Arpt Elev 870 |
|---|---|---|

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

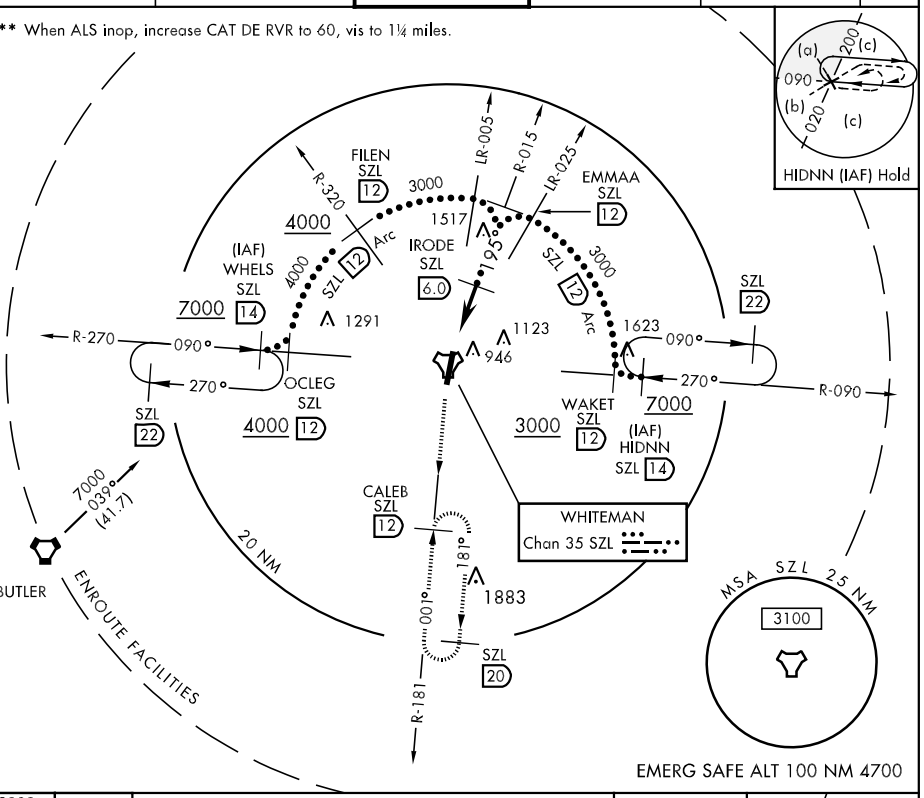
* When ALS inop, increase CAT C RVR to 50 and vis to 1 miles, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

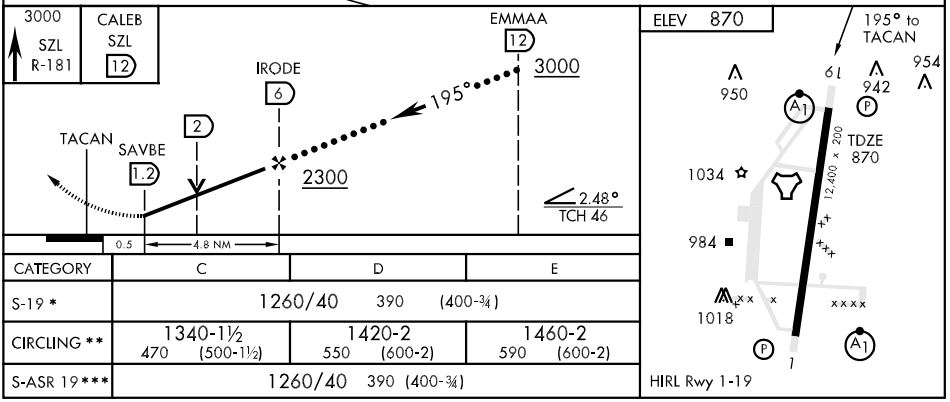
ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

| ATIS * | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

*** When ALS inop, increase CAT DE RVR to 60, vis to 1¼ miles.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-19 * | 1260/40 390 (400-¾) | | |
| CIRCLING ** | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 19*** | 1260/40 390 (400-¾) | | |

# ILS or LOC/DME RWY 1

| LOC I-SZL | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 110.3 | 007° | 12,400 / 837 / 870 |

AL-496 [USAF]

WHITEMAN AFB (KSZL)

* When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

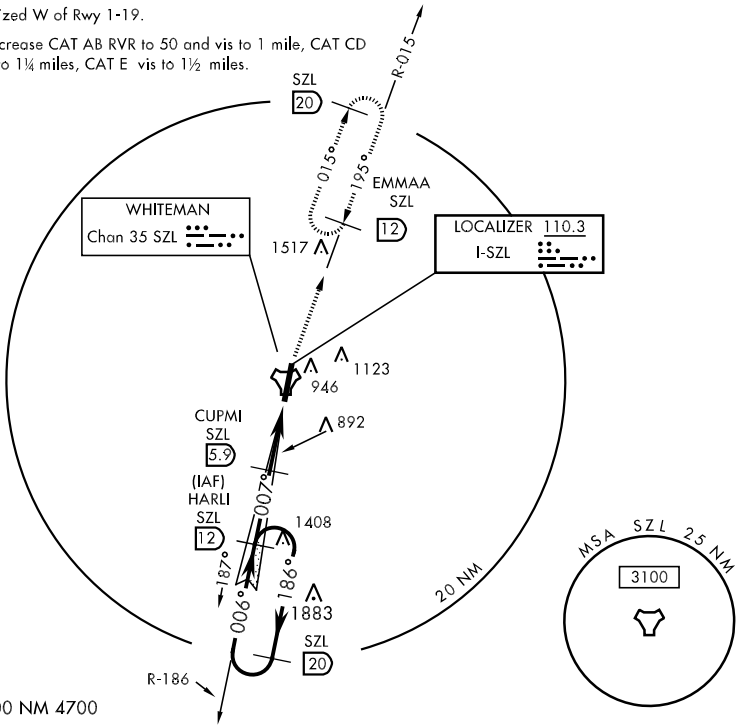
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

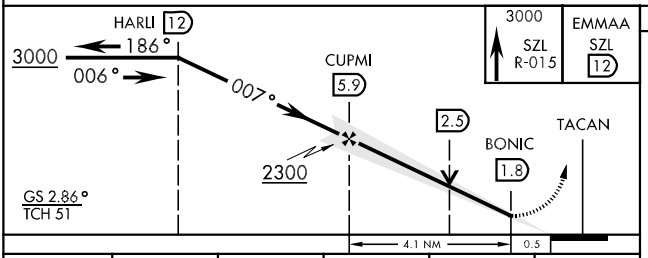
| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

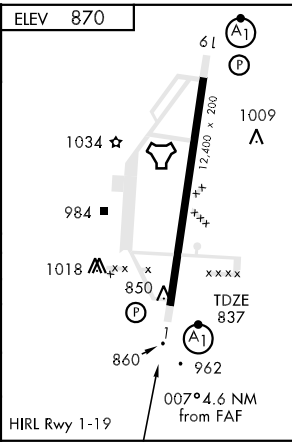
*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 1* | 1037/24 200 (200-½) | | | | |
| S-LOC 1** | 1240/24 403 (400-½) | | 1240/40 403 (400-¾) | | 1240/50 403 (400-1) |
| CIRCLING*** | 1340-1 470 (500-1) | | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 1 † | 1260/24 423 (400-½) | | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |

# ILS or LOC/DME RWY 19

| LOC I-MXJ | APCH CRS | Rwy ldg 12,400 TDZE 870 Arpt Elev 870 |
|---|---|---|
| 108.5 | 187° | |

AL-496 [USAF]

WHITEMAN AFB (KSZL)

* When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

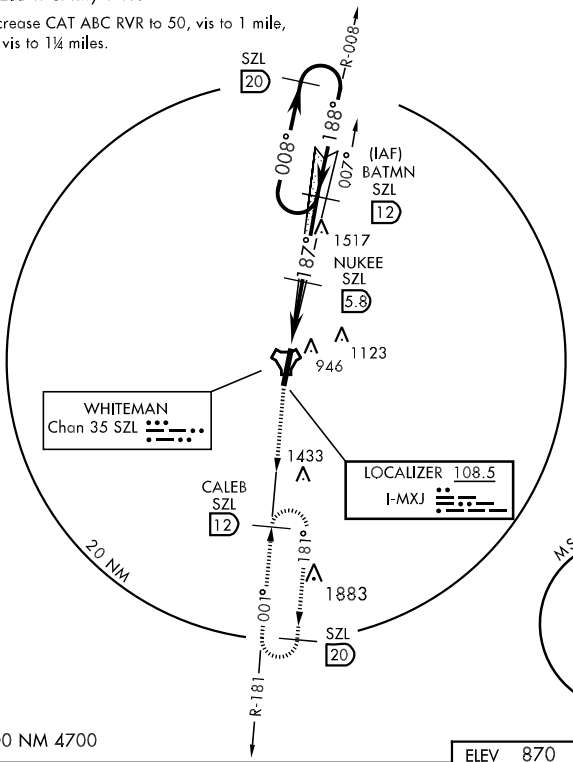
ALSF-1

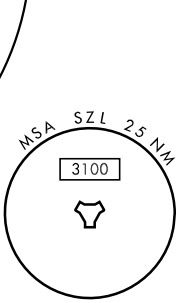
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.



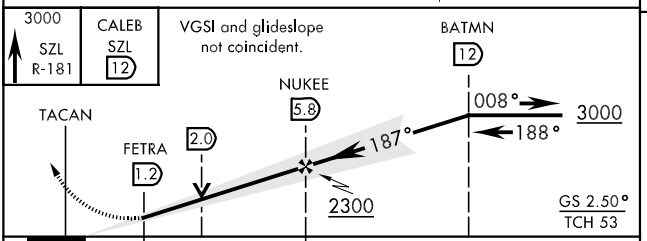




EMERG SAFE ALT 100 NM 4700

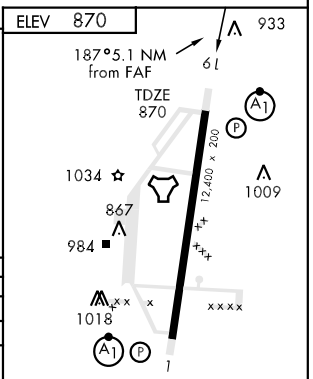
3000 SZL R-181

CALEB SZL 12

VGSI and glideslope not coincident.




ELEV 870




HIRL Rwy 1-19

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 19 * | 1070/24 | | 200 | (200-½) | |
| S-LOC 19 ** | 1240/24 370 (400-½) | | 1240/40 370 (400-¾) | | |
| CIRCLING *** | 1340-1 470 (500-1) | | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 19 † | 1260/24 390 (400-½) | | 1260/40 390 (400-¾) | | |

# RNAV (GPS) RWY 1

WHITEMAN AFB (KSZL)

| APCH CRS | Rwy ldg | 12,400 |
|---|---|---|
| 007° | TDZE | 837 |
| | Arpt Elev | 870 |

AL-496 [USAF]

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

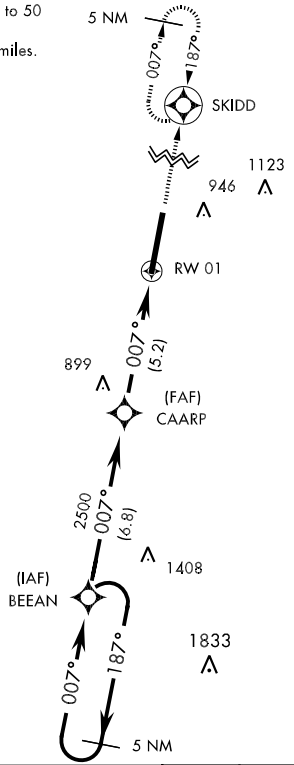
ALSF-1

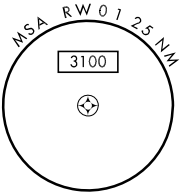
MISSED APPROACH: Climb to 3000 direct SKIDD and hold.

| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

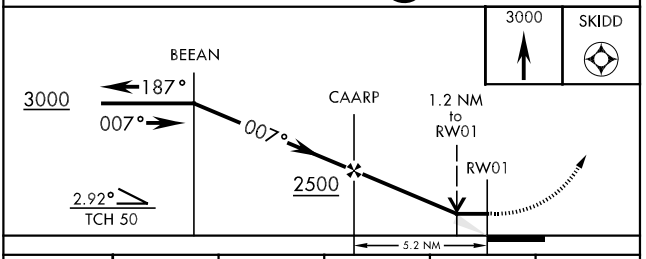
*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

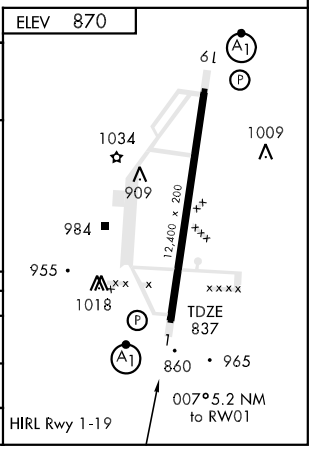
DME/DME RNP 0.3 N/A.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1260/24 423 (400-½) | | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |
| CIRCLING ** | 1340-1 470 (500-1) | | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 1 *** | 1260/24 423 (400-½) | | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |

# RNAV (GPS) RWY 19

| APCH CRS | Rwy ldg | 12,400 |
|---|---|---|
| 187° | TDZE | 870 |
| | Arpt Elev | 870 |

AL-496[USAF]

WHITEMAN AFB (KSZL)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

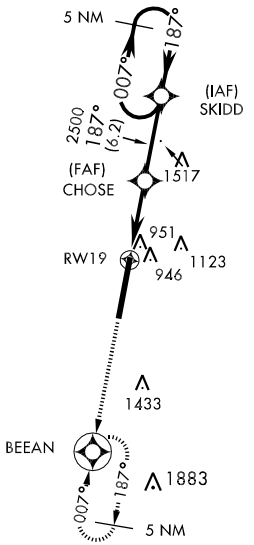
ALSF-1

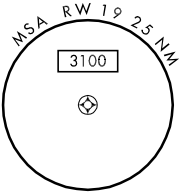
MISSED APPROACH: Climb to 3000 direct BEEAN and hold.

| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

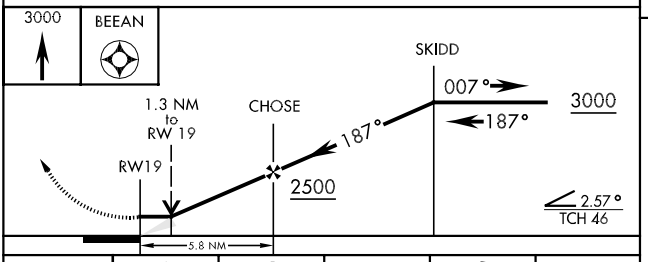
*** When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.

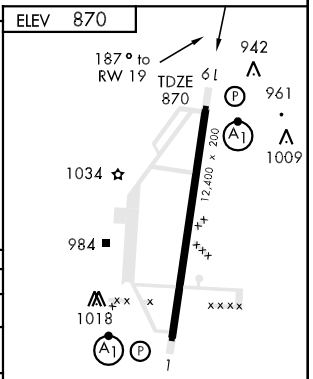
DME/DME RNP 0.3 N/A.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1260/24 390 (400-½) | | 1260/40 390 (400-¾) | | |
| CIRCLING ** | 1340-1 470 (500-1) | | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 19 *** | 1260/24 390 (400-½) | | 1260/40 390 (400-¾) | | |

HIRL Rwy 1-19

# TACAN RWY 1

| TACAN SZL Chan 35 | APCH CRS 001° | Rwy ldg 12,400 TDZE 837 Arpt Elev 870 | AL-496 [USAF] | WHITEMAN AFB (KSZL) |
|---|---|---|---|---|

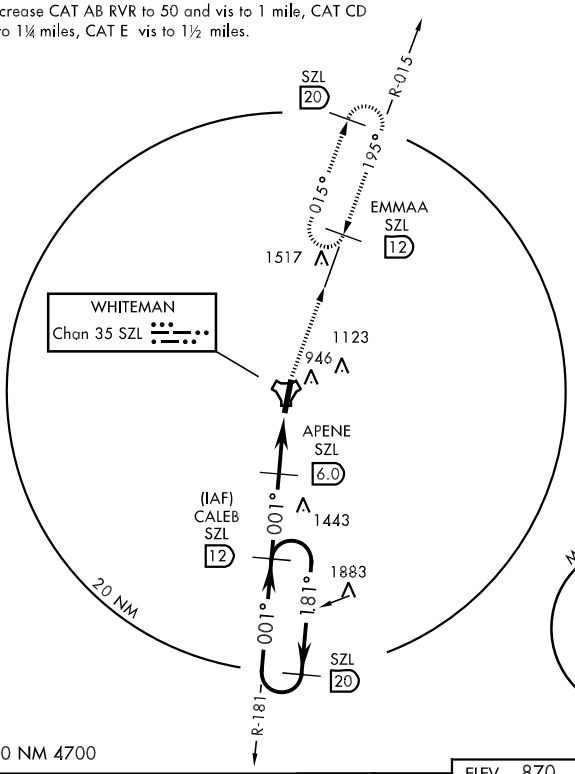
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

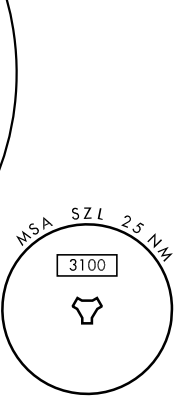
ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

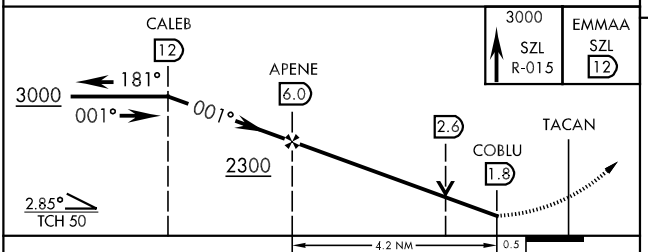
| ATIS * | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

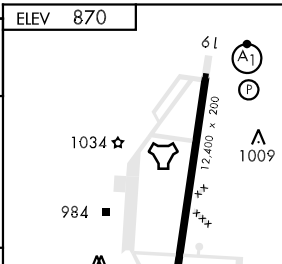
*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-1 * | 1260/24 423 (400-½) | | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |
| CIRCLING ** | 1340-1 470 (500-1) | | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 1 *** | 1260/24 423 (400-½) | | 1260/40 423 (400-¾) | | 1260/50 423 (400-1) |

# TACAN RWY 19

| TACAN SZL Chan 35 | APCH CRS 195° | Rwy ldg 12,400 TDZE 870 Arpt Elev 870 | AL-496 [USAF] | WHITEMAN AFB (KSZL) |
|---|---|---|---|---|

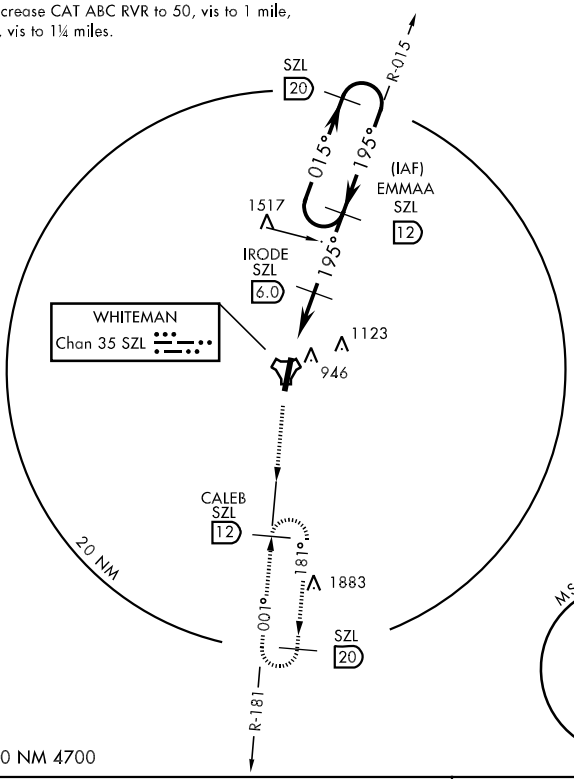
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

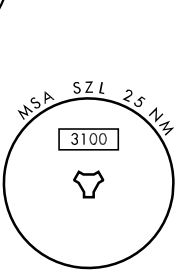
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

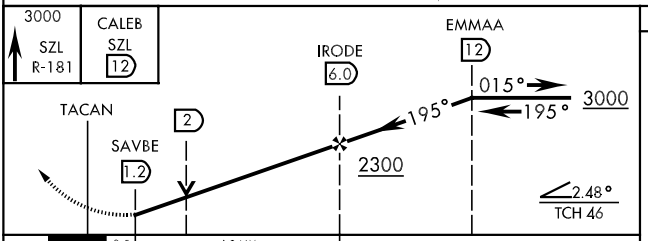
| ATIS ★ | WHITEMAN APP CON | WHITEMAN TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.725 239.025 | 127.45 284.0 | 132.4 255.6 | 128.275 275.8 | 121.75 335.8 | |

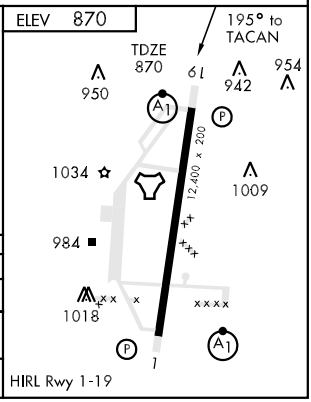
*** When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-19 * | 1260/24 390 (400-½) | | 1260/40 390 (400-¾) | | |
| CIRCLING ** | 1340-1 470 (500-1) | | 1340-1½ 470 (500-1½) | 1420-2 550 (600-2) | 1460-2 590 (600-2) |
| S-ASR 19*** | 1260/24 390 (400-½) | | 1260/40 390 (400-¾) | | |

| NDB LLU | APP CRS | Rwy ldg | 2902 |
|---|---|---|---|
| 356 | 036° | TDZE | 1008 |
| | | Apt Elev | 1009 |

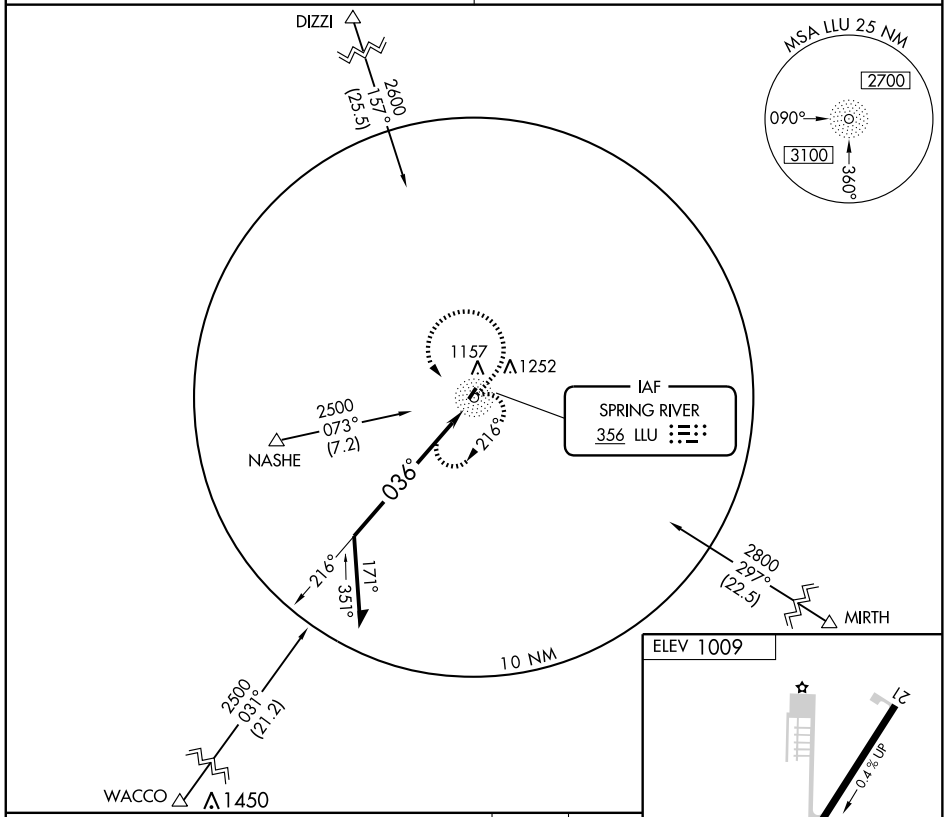
# NDB RWY 3
## LAMAR MUNI (LLU)

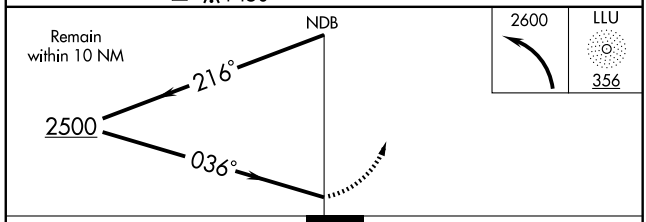
NA

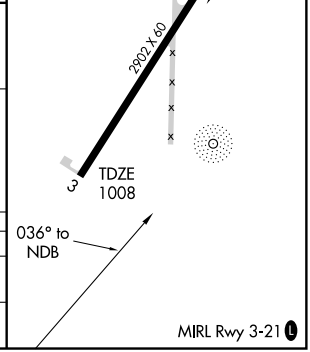
Circling to Rwy 21 NA at night. Visibility reduction by helicopters NA. Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, visibility S-3 Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

MISSED APPROACH: Climbing left turn to 2600 in LLU NDB holding pattern.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.6 282.325 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1640-1 632 (700-1) | | 1640-1¾ 632 (700-1¾) | NA |
| CIRCLING | 1640-1 631 (700-1) | 1660-1 651 (700-1) | 1660-1¾ 651 (700-1¾) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

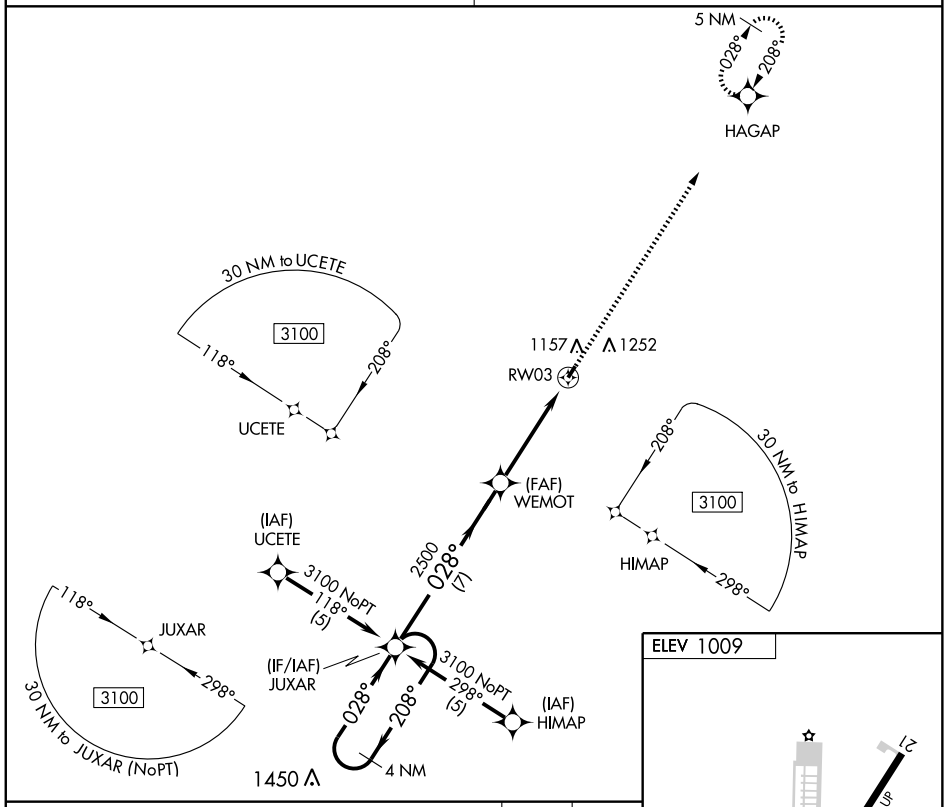
| APP CRS | Rwy ldg | 2902 |
|---|---|---|
| 028° | TDZE | 1008 |
| | Apt Elev | 1009 |

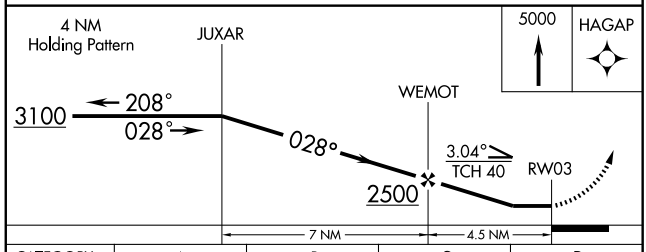
# RNAV (GPS) RWY 3
## LAMAR MUNI (LLU)

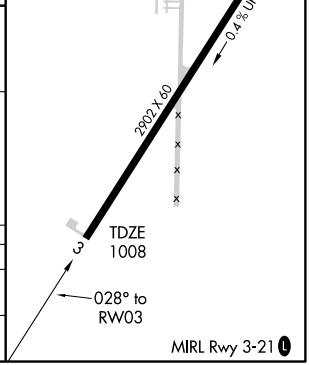
Circling to Rwy 21 NA at night. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, increase visibility LNAV Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

MISSED APPROACH: Climb to 5000 direct HAGAP and hold, continue climb-in-hold to 5000.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.6 282.325 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1520-1 512 (600-1) | | 1520-1½ 512 (600-1½) | NA |
| CIRCLING | 1520-1 511 (600-1) | 1660-1 651 (700-1) | 1660-1¾ 651 (700-1¾) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 179° | TDZE | 1316 |
| | Apt Elev | 1321 |

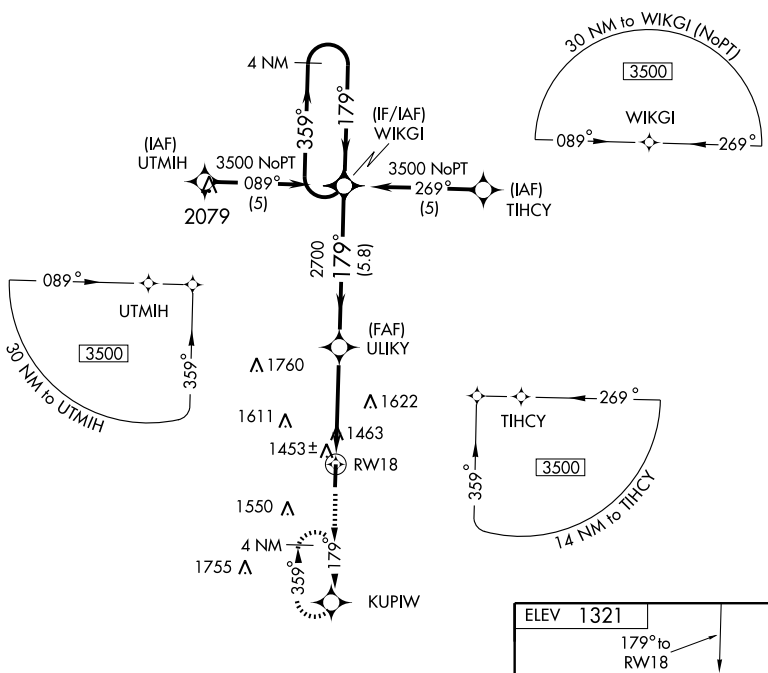
# RNAV (GPS) RWY 18

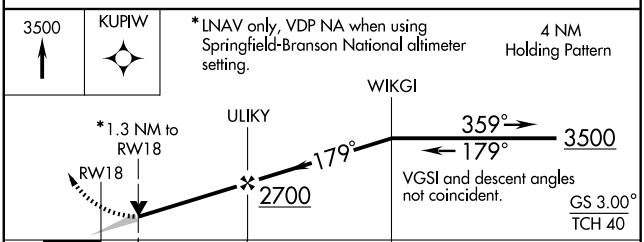
## LEBANON/FLOYD W. JONES LEBANON (LBO)

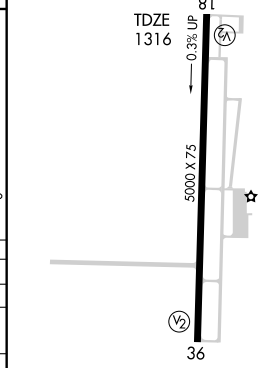
NA When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
Baro-VNAV NA when using Springfield-Branson National altimeter setting.
Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct KUPIW and hold.

| AWOS-3 | SPRINGFIELD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 121.1 290.5 | 123.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1937-2¼ 621 (700-2¼) | | | |
| LNAV MDA | 1760-1 444 (500-1) | | 1760-1¼ 444 (500-1¼) | |
| CIRCLING | 1820-1 499 (500-1) | | 1820-1½ 499 (500-1½) | 1980-2 659 (700-2) |

REIL Rwy 36 L
MIRL Rwy 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 359° | TDZE | 1321 |
| | Apt Elev | 1321 |

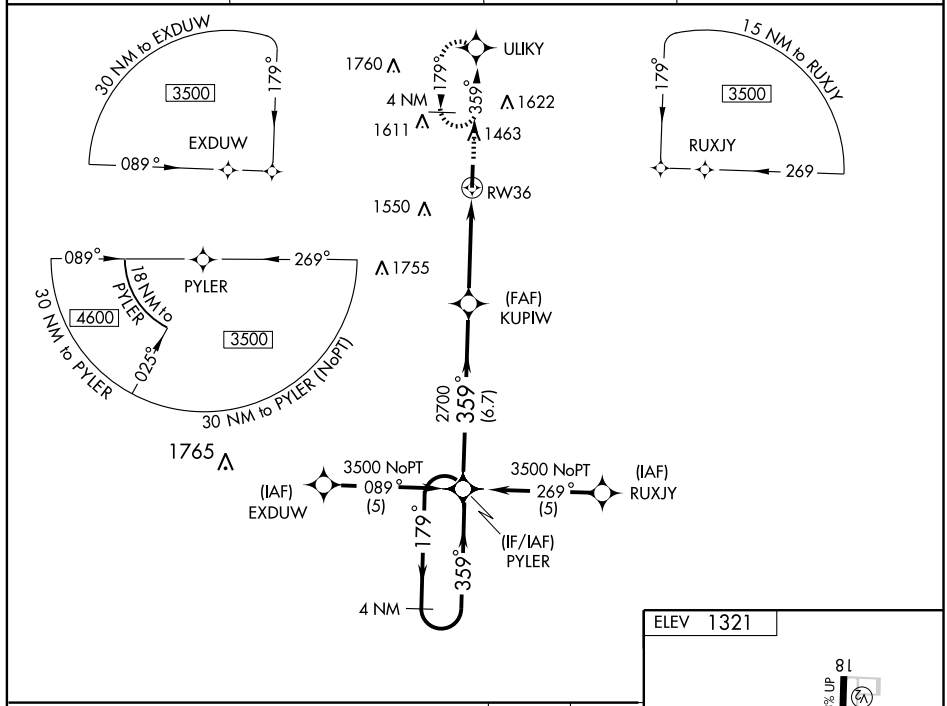
# RNAV (GPS) RWY 36

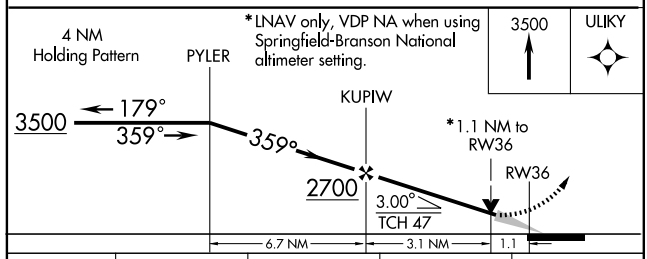
## LEBANON/FLOYD W. JONES LEBANON (LBO)

NA When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
Baro-VNAV NA when using Springfield-Branson National altimeter setting.
Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

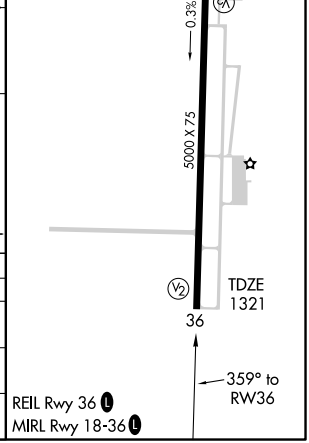
MISSED APPROACH: Climb to 3500 direct ULIKY and hold.

| AWOS-3 | SPRINGFIELD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 121.1 290.5 | 123.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1680-1¼ 359 (400-1¼) | | | |
| LNAV MDA | 1700-1 379 (400-1) | | | 1700-1¼ 379 (400-1¼) |
| CIRCLING | 1820-1 499 (500-1) | | 1820-1½ 499 (500-1½) | 1980-2 659 (700-2) |



| SDF LBO 109.1 Chan 28 | APP CRS 359° | Rwy ldg 5000<br>TDZE 1321<br>Apt Elev 1321 |
|---|---|---|

# SDF RWY 36

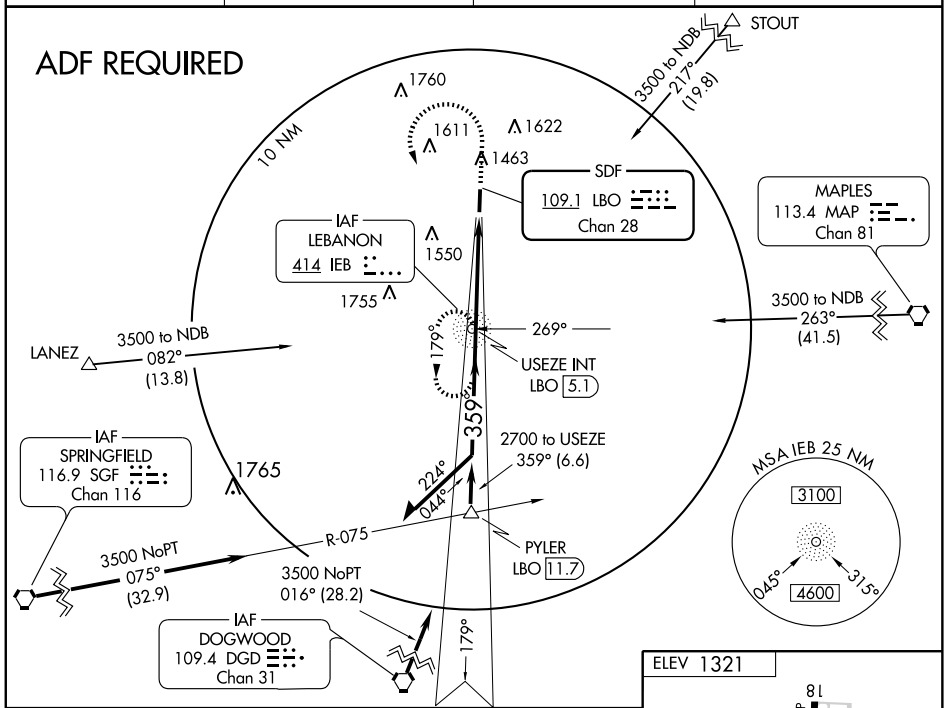
## LEBANON/FLOYD W. JONES LEBANON (LBO)

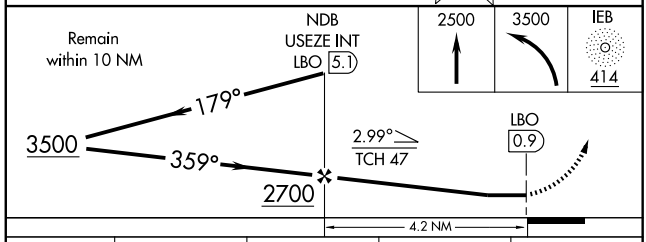
NA

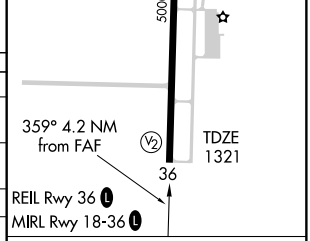
When local altimeter setting not received, use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3500 direct IEB NDB and hold.

| AWOS-3 | SPRINGFIELD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 121.1 290.5 | 123.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1700-1 379 (400-1) | | | 1700-1¼<br>379 (400-1¼) |
| CIRCLING | 1820-1 499 (500-1) | | 1820-1½<br>499 (500-1½) | 1980-2<br>659 (700-2) |
| SPRINGFIELD-BRANSON NATIONAL ALTIMETER SETTING MINIMUMS | | | | |
| S-36 | 1800-1 479 (500-1) | | 1800-1¼<br>479 (500-1¼) | 1800-1½<br>479 (500-1½) |
| CIRCLING | 1920-1 599 (600-1) | | 1960-1¾<br>639 (700-1¾) | 2120-2½<br>799 (800-2½) |

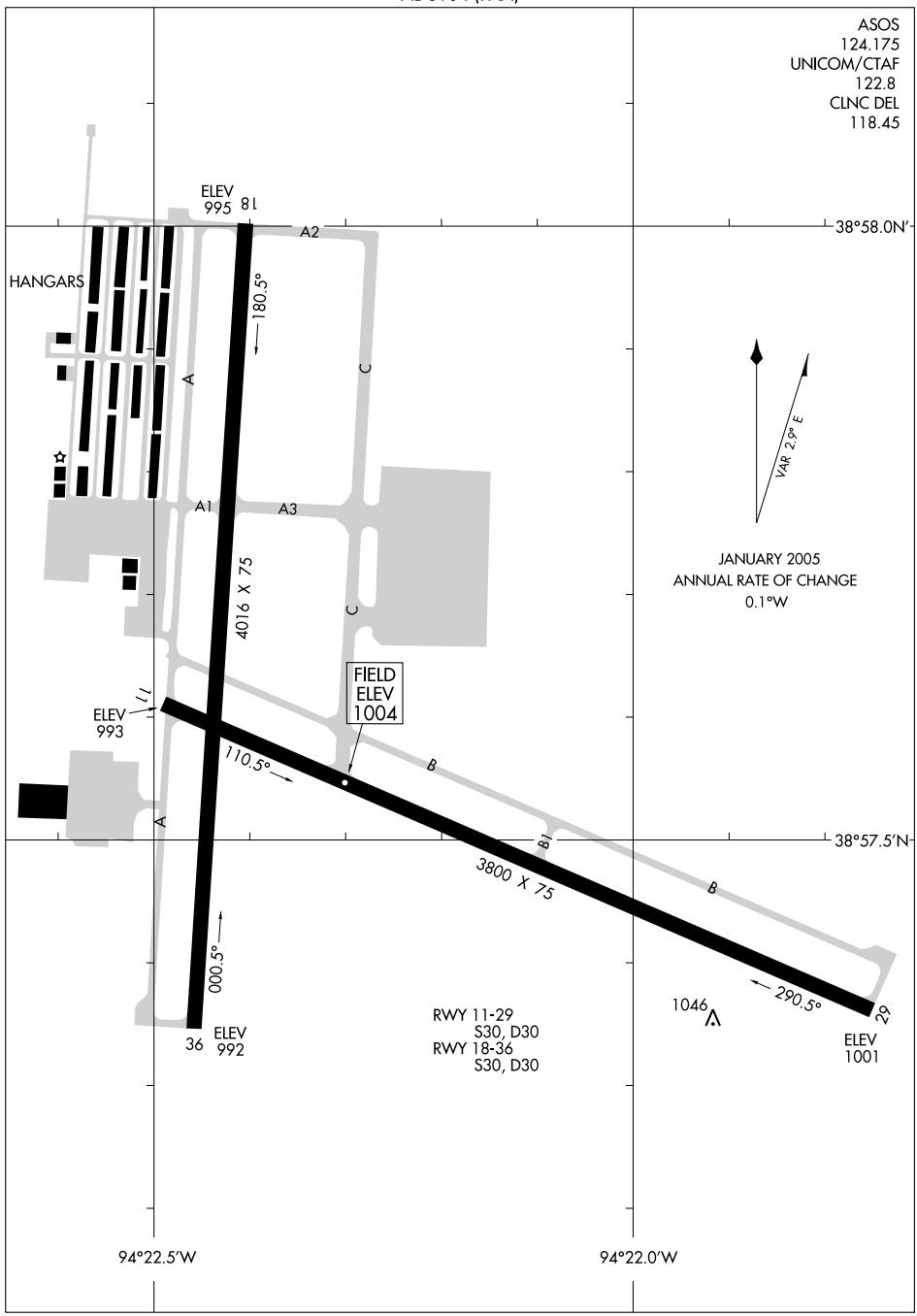
| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

NC-3, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-6104 (FAA)

LEE'S SUMMIT MUNI (LXT)
LEE'S SUMMIT, MISSOURI

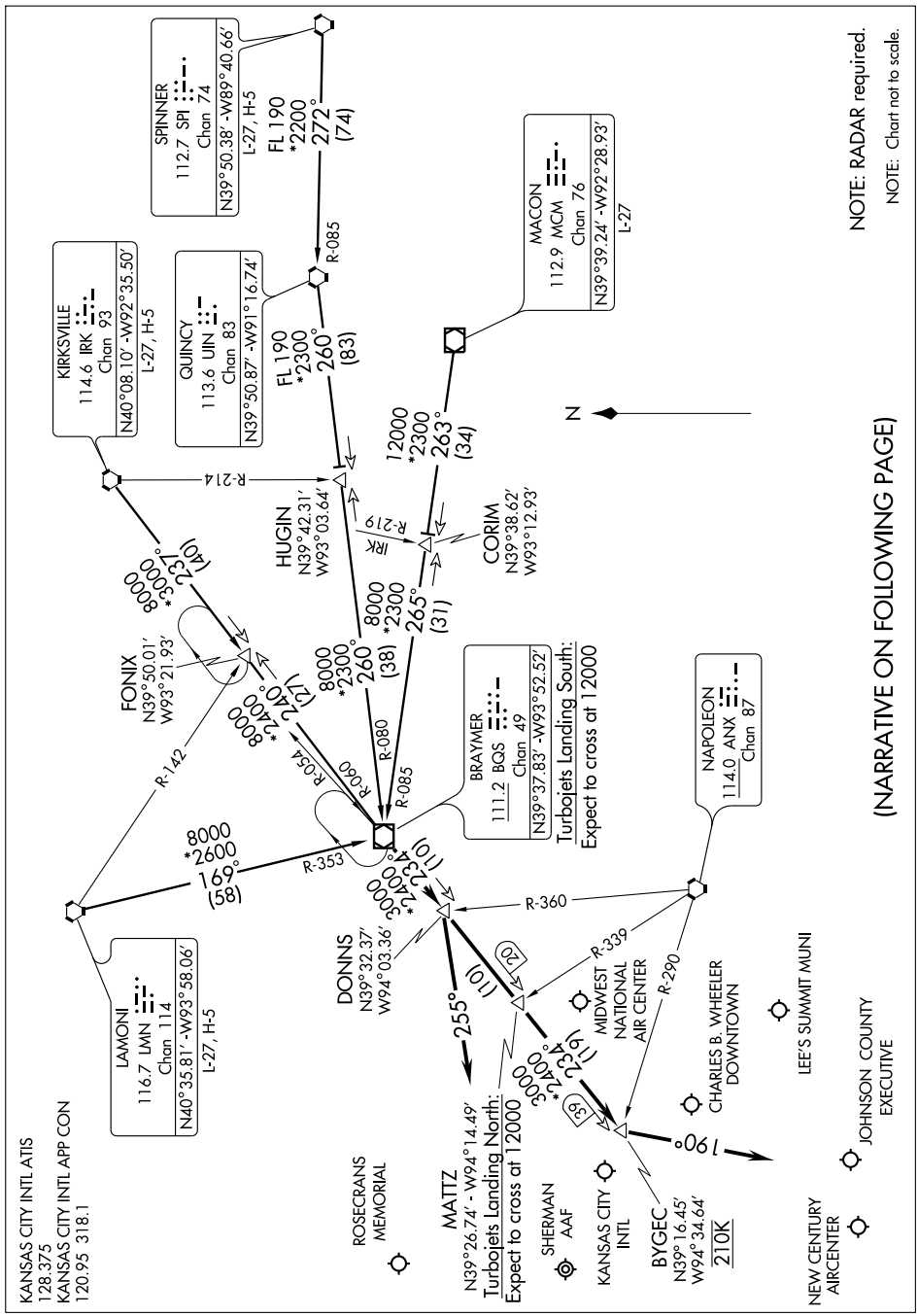



NC-3, 14 JAN 2010 to 11 FEB 2010

# BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

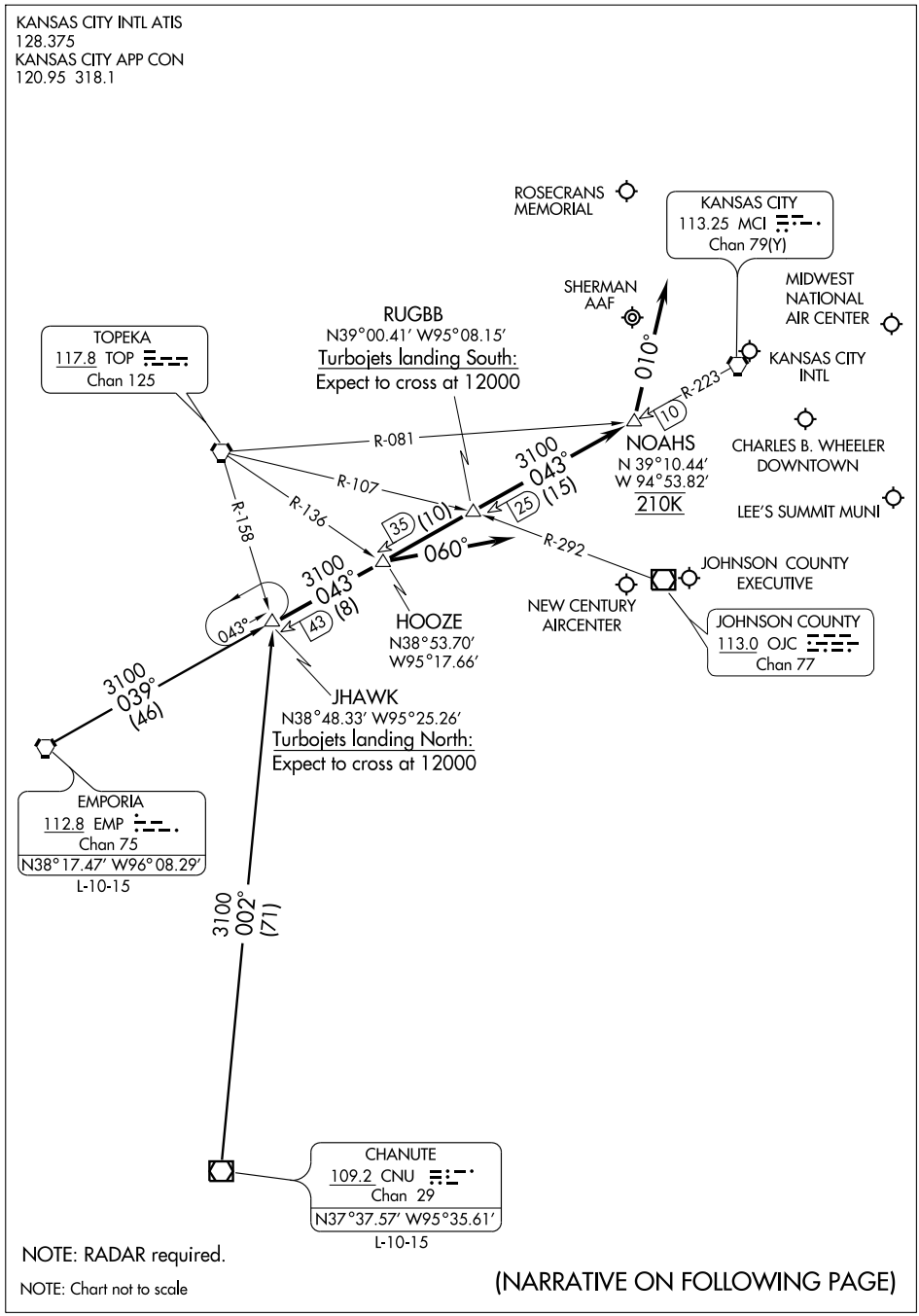
. . . . Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

# JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1




NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

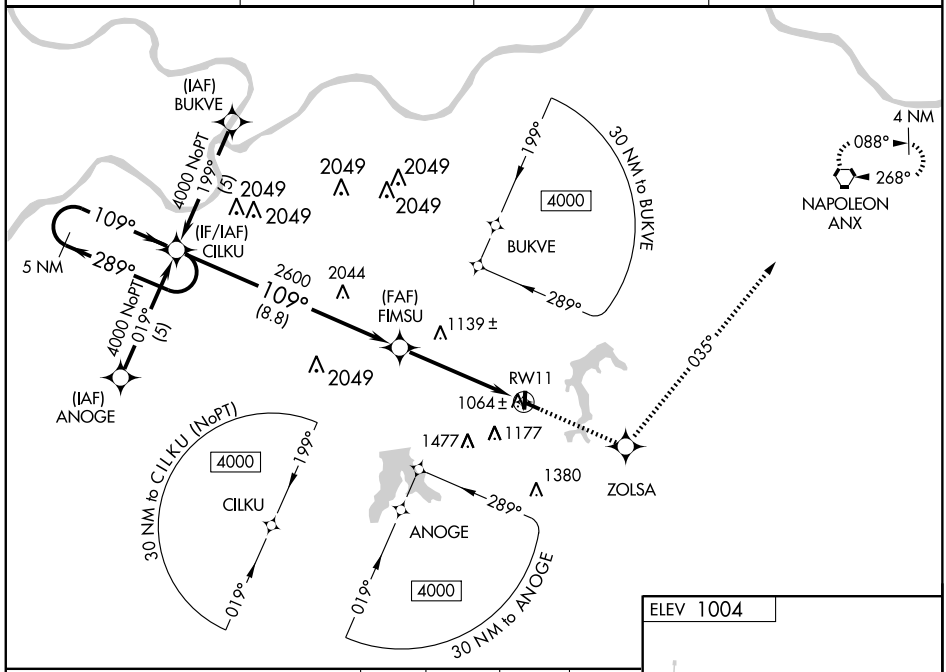
| WAAS CH 99405 W11A | APP CRS 109° | Rwy ldg 3800<br>TDZE 1004<br>Apt Elev 1004 |
|---|---|---|

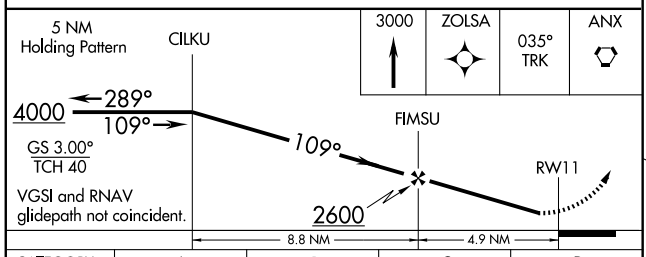
# RNAV (GPS) RWY 11
## LEE'S SUMMIT MUNI (LXT)

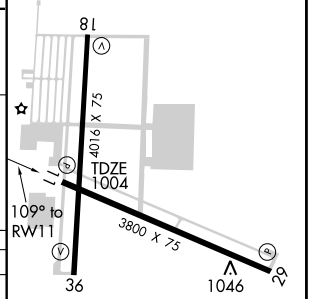
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct ZOLSA and via 035° track ANX VORTAC and hold.

| ASOS | KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 118.4 294.7 | 118.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1254-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1334-1¼ 330 (400-1¼) | | | NA |
| LNAV MDA | 1400-1 396 (400-1) | | | NA |
| CIRCLING | 1440-1 436 (500-1) | 1540-1 536 (600-1) | 1540-1½ 536 (600-1½) | NA |

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

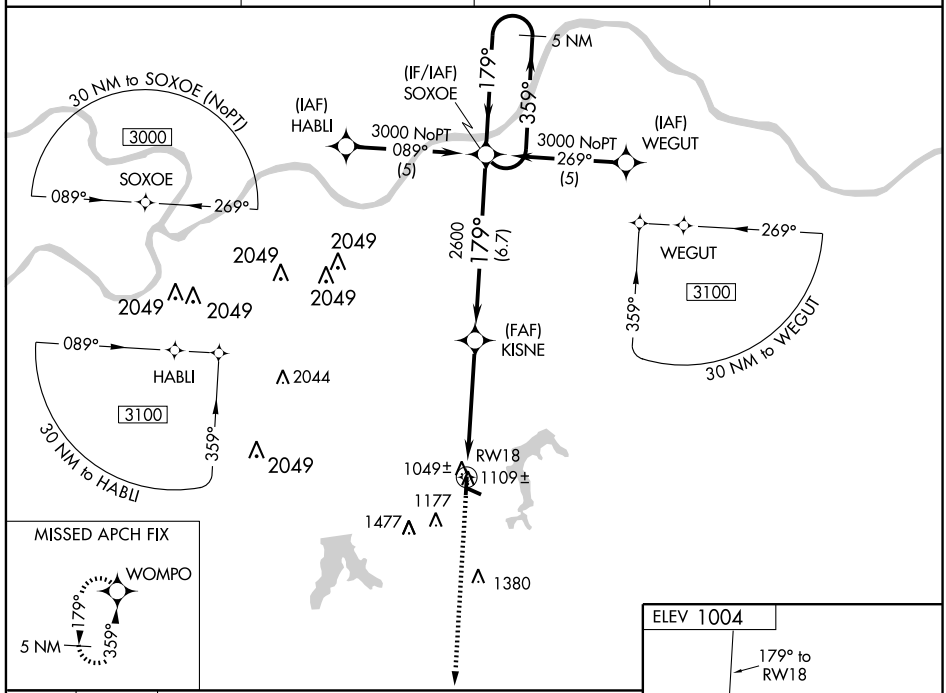
| WAAS CH 82204 W18A | APP CRS 179° | Rwy ldg 4016<br>TDZE 998<br>Apt Elev 1004 |
|---|---|---|

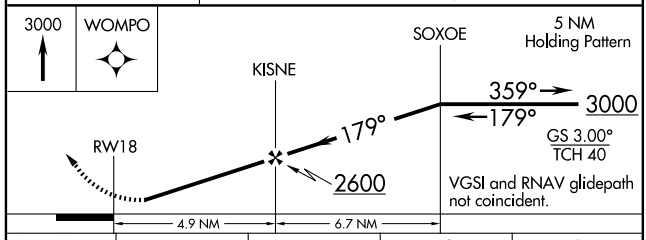
# RNAV (GPS) RWY 18
## LEE'S SUMMIT MUNI (LXT)

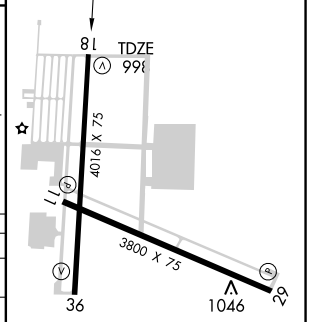
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct WOMPO and hold.

| ASOS | KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 118.4 294.7 | 118.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1248-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1378-1¼ 380 (400-1¼) | | | NA |
| LNAV MDA | 1360-1 362 (400-1) | | | NA |
| CIRCLING | 1440-1 436 (500-1) | 1540-1 536 (600-1) | 1540-1½ 536 (600-1½) | NA |

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

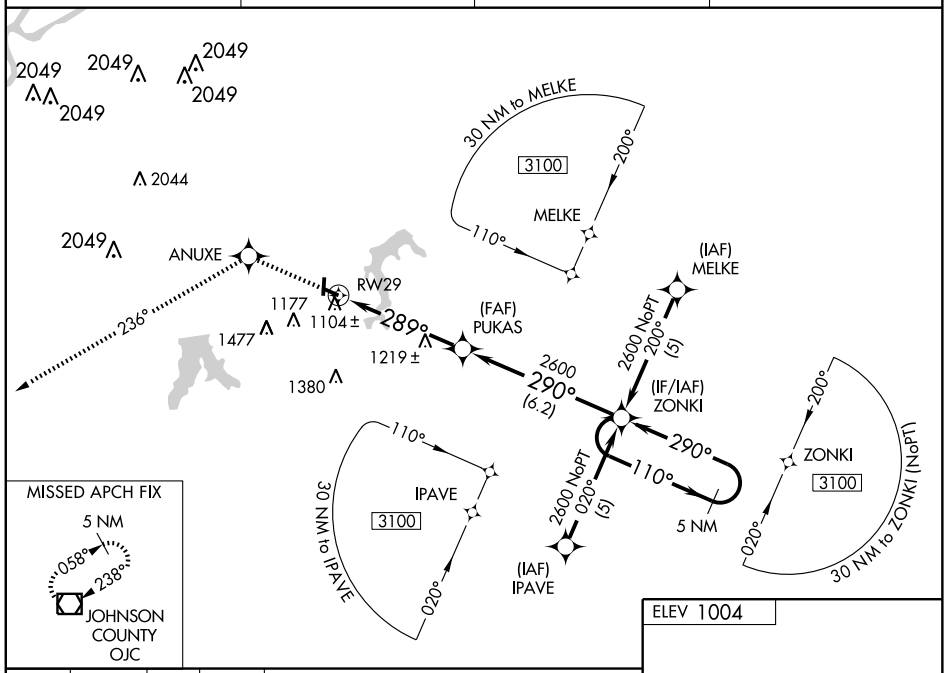
| WAAS CH 48905 W29A | APP CRS 289° | Rwy ldg 3800<br>TDZE 1004<br>Apt Elev 1004 |
|---|---|---|

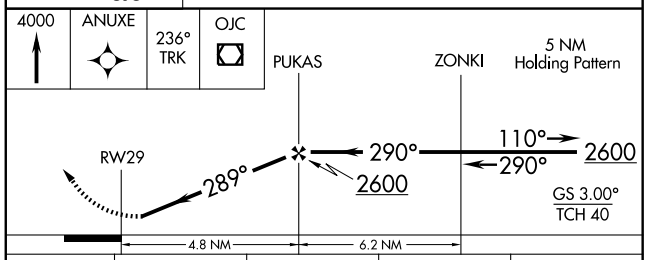
# RNAV (GPS) RWY 29
## LEE'S SUMMIT MUNI (LXT)

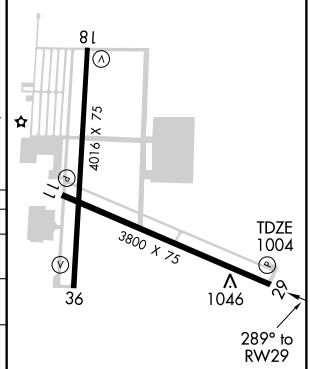
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct ANUXE and via 236° track to OJC VOR/DME and hold.

| ASOS | KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 118.4 294.7 | 118.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1254-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1374-1¼ 370 (400-1¼) | | | NA |
| LNAV MDA | 1480-1 476 (500-1) | | 1480-1¼ 476 (500-1¼) | NA |
| CIRCLING | 1480-1 476 (500-1) | 1540-1 536 (600-1) | 1540-1½ 536 (600-1½) | NA |

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

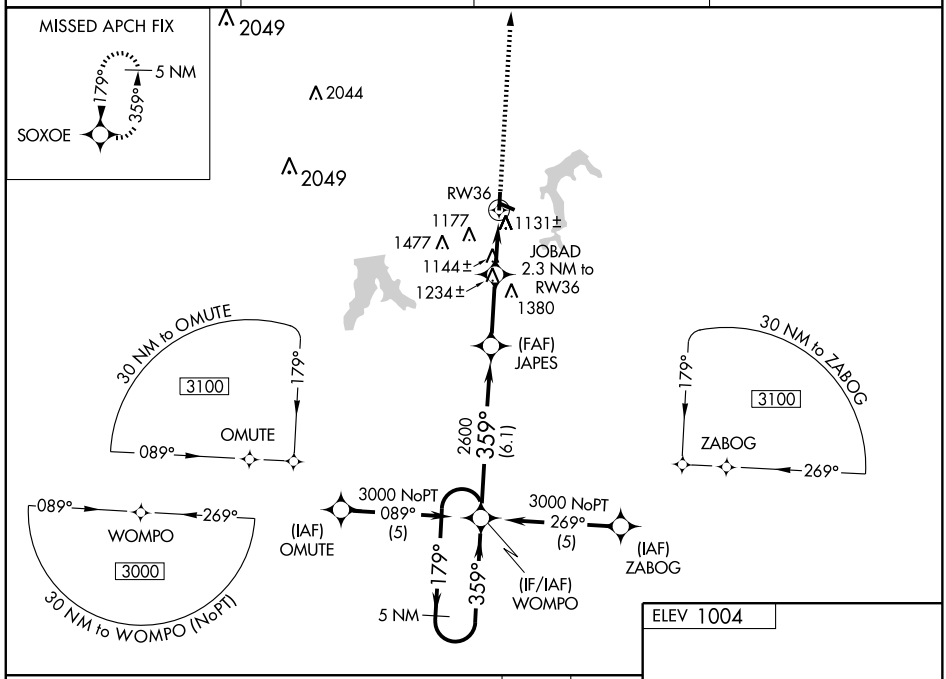
| WAAS CH 48805 W36A | APP CRS 359° | Rwy ldg 4016<br>TDZE 998<br>Apt Elev 1004 |
|---|---|---|

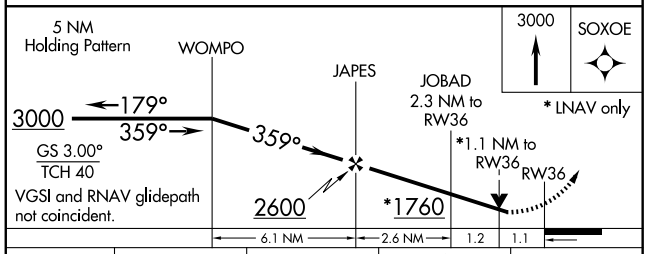
# RNAV (GPS) RWY 36
## LEE'S SUMMIT MUNI (LXT)

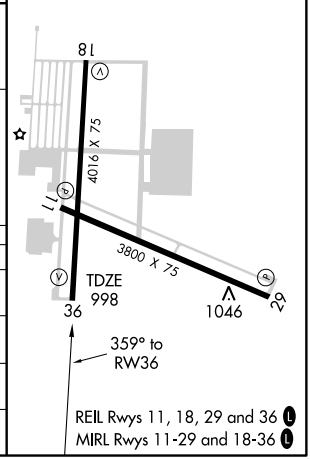
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Charles B. Wheeler Downtown altimeter setting. If local altimeter setting not received, use Charles. B. Wheeler Downtown altimeter setting and increase all DAs 68 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct SOXOE and hold.

| ASOS | KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 118.4 294.7 | 118.45 | 122.8 (CTAF) L |



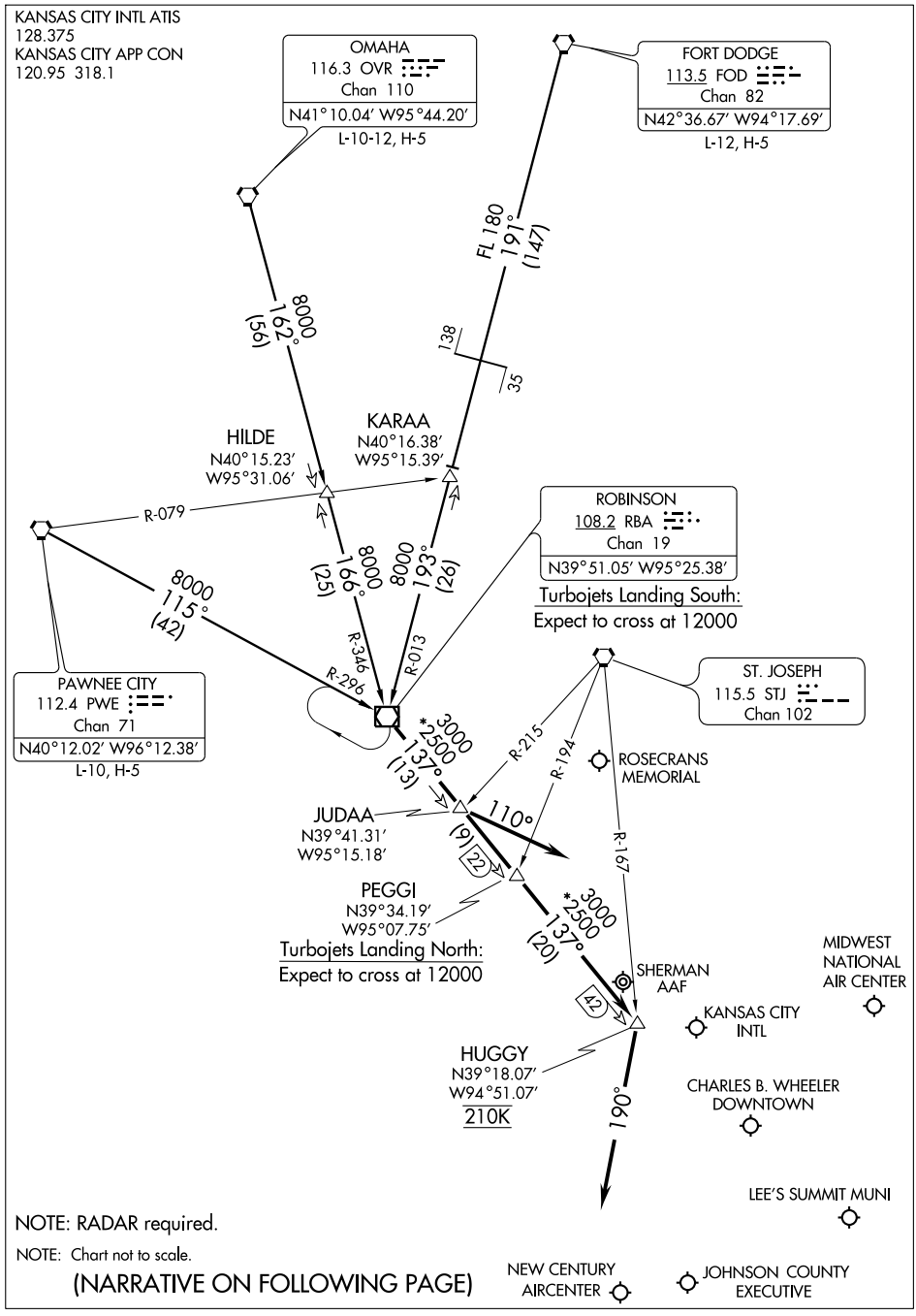

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1331-1¼ 333 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1530-2 532 (600-2) | | | NA |
| LNAV MDA | 1420-1 422 (500-1) | | 1420-1¼ 422 (500-1¼) | NA |
| CIRCLING | 1440-1 436 (500-1) | 1540-1 536 (600-1) | 1540-1½ 536 (600-1½) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

# ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

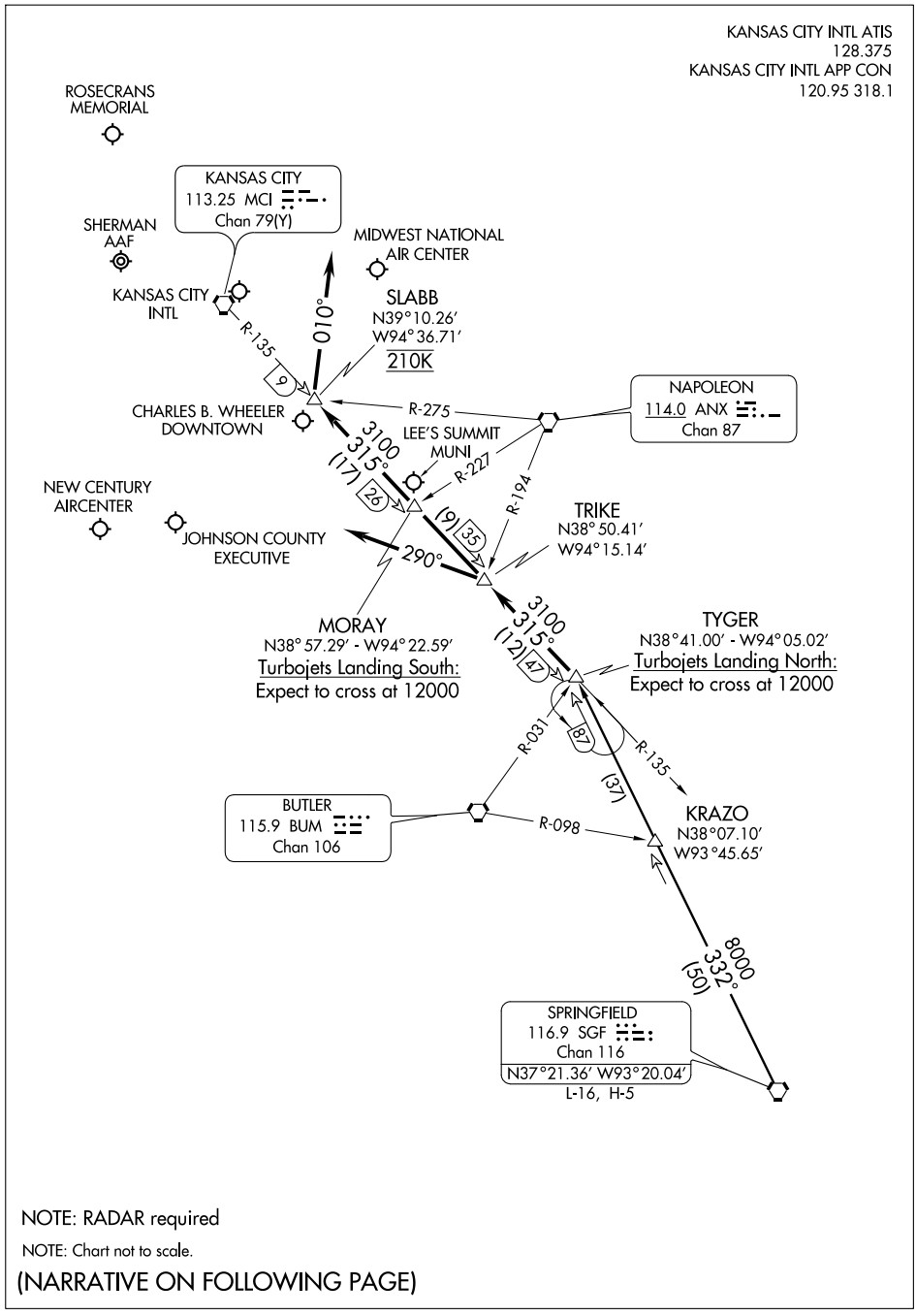
NC-3. 14 JAN 2010 to 11 FEB 2010

(TYGER.TYGER6) 08101

# TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

| VORTAC ANX | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.0 | 229° | TDZE | N/A |
| Chan 87 | | Apt Elev | 1004 |

# VOR/DME-A

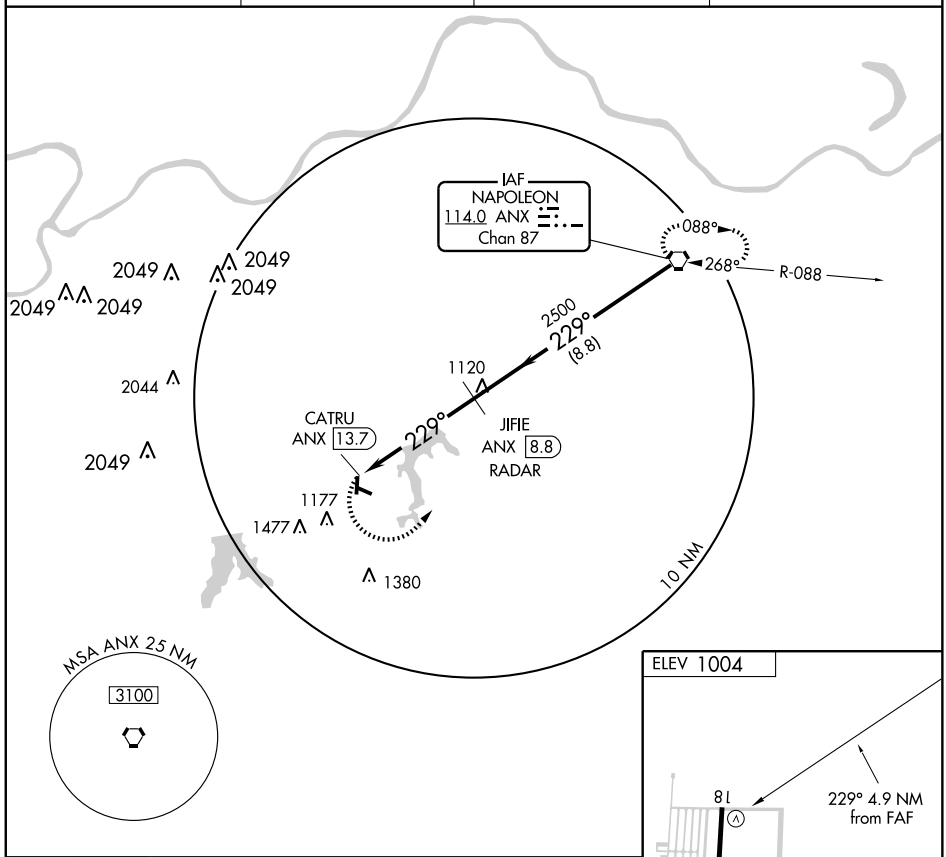
## LEE'S SUMMIT MUNI (LXT)

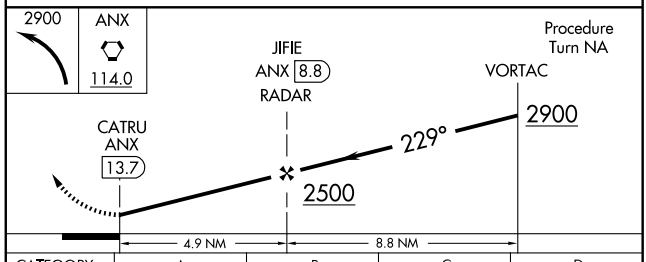
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet, and Cat C visibility ¼ mile.

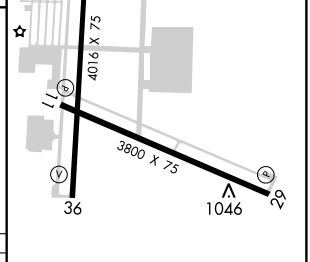
NA

MISSED APPROACH: Climbing left turn to 2900 direct ANX VORTAC and hold.

| ASOS | KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 118.4 294.7 | 118.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1440-1<br>436 (500-1) | 1540-1<br>536 (600-1) | 1540-1½<br>536 (600-1½) | NA |

REIL Rwys 11, 18, 29, and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC ANX | APP CRS | Rwy ldg | 2925 |
|---|---|---|---|
| 114.0 | 227° | TDZE | 691 |
| Chan 87 | | Apt Elev | 691 |

# VOR/DME or GPS RWY 22

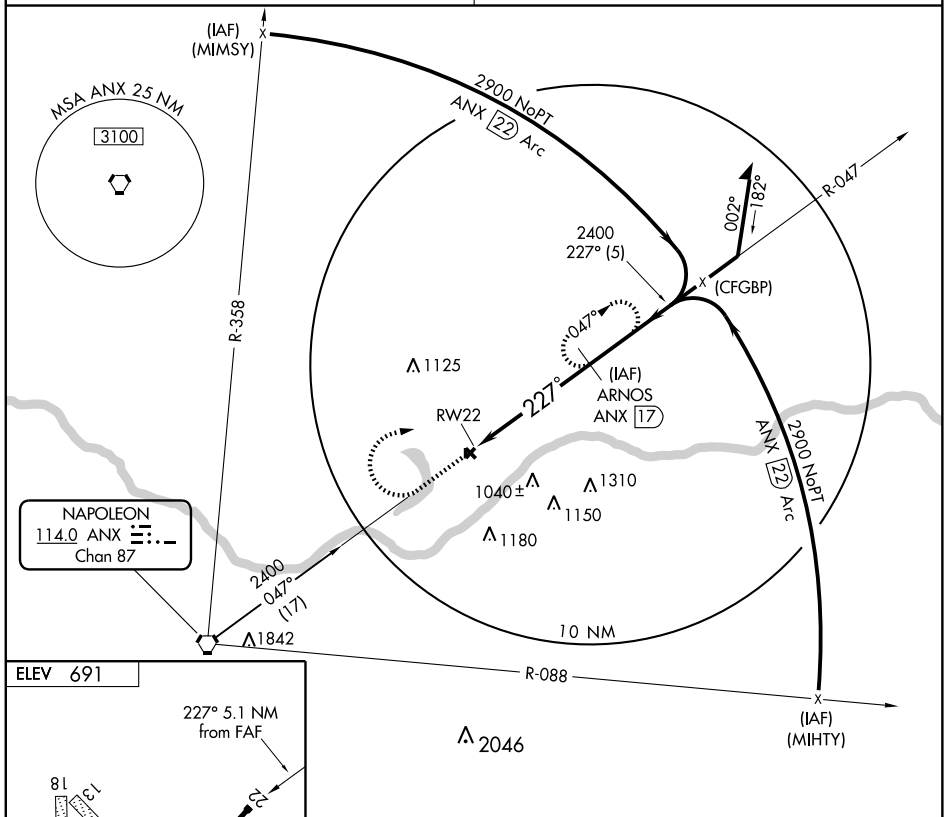
## LEXINGTON MUNI (4K3)

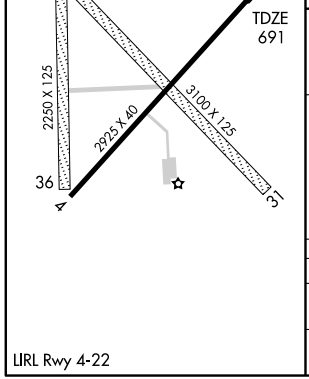
T
NA

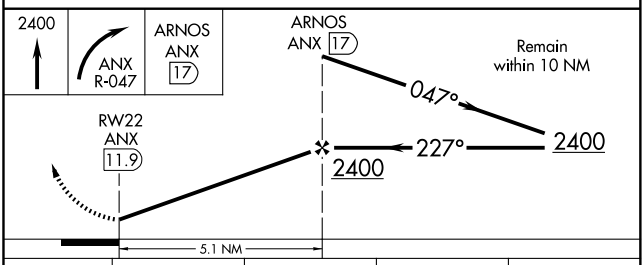
Use Charles B. Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 2400 then right turn via ANX R-047 to ARNOS/17 DME and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.575 323.15 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1200-1 | 509 (600-1) | 1200-1½<br>509 (600-1½) | NA |
| CIRCLING | 1240-1 | 549 (600-1) | 1240-1½<br>549 (600-1½) | NA |

LIRL Rwy 4-22

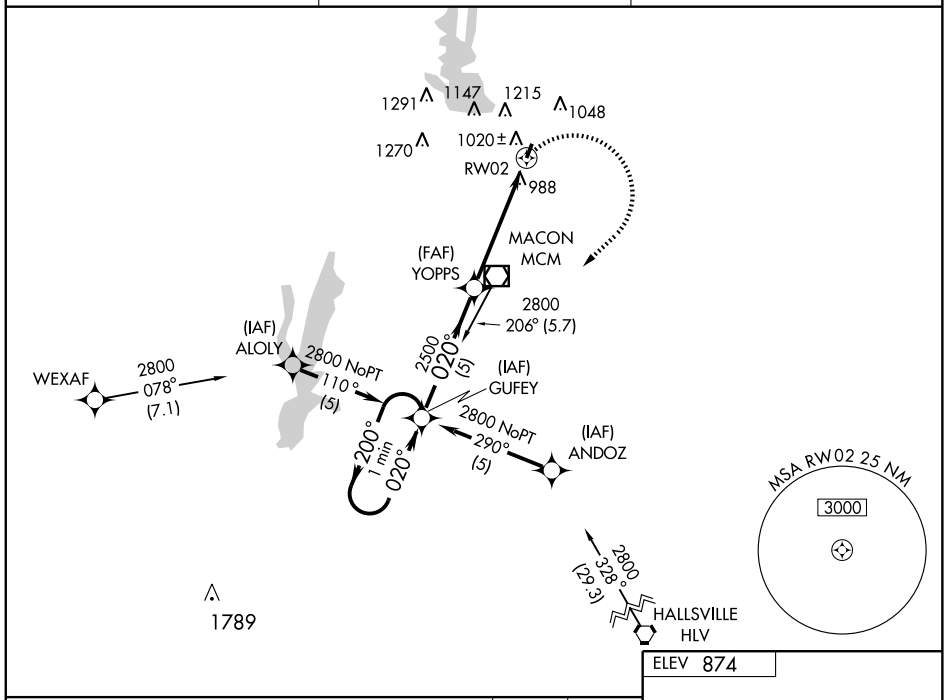
| APP CRS | Rwy ldg | 3300 |
|---|---|---|
| 020° | TDZE | 874 |
| | Apt Elev | 874 |

# GPS RWY 2
## MACON-FOWER MEMORIAL (K89)

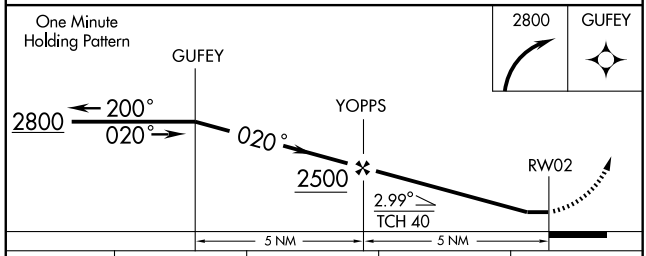
Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.
NA

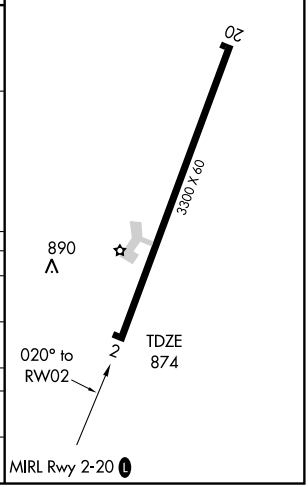
MISSED APPROACH: Climbing right turn to 2800 direct GUFEY WP and hold.

| KANSAS CITY CENTER | MOBERLY CTAF | UNICOM |
|---|---|---|
| 125.25 381.5 | 122.7 | 122.8 (CTAF) L |




ELEV 874




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1320-1 446 (500-1) | | 1320-1¼ 446 (500-1¼) | NA |
| CIRCLING | 1420-1 546 (600-1) | 1620-1¼ 746 (800-1¼) | 1620-2½ 746 (800-2½) | NA |
| COLUMBIA ALTIMETER SETTING MINIMUMS | | | | |
| S-2 | 1420-1 546 (600-1) | | 1420-1½ 546 (600-1½) | NA |
| CIRCLING | 1520-1 646 (700-1) | 1700-1¼ 826 (900-1¼) | 1700-2¼ 826 (900-2¼) | NA |

| VOR/DME MCM 112.9 Chan 76 | APP CRS 189° | Rwy ldg 3300 TDZE 874 Apt Elev 874 |
|---|---|---|

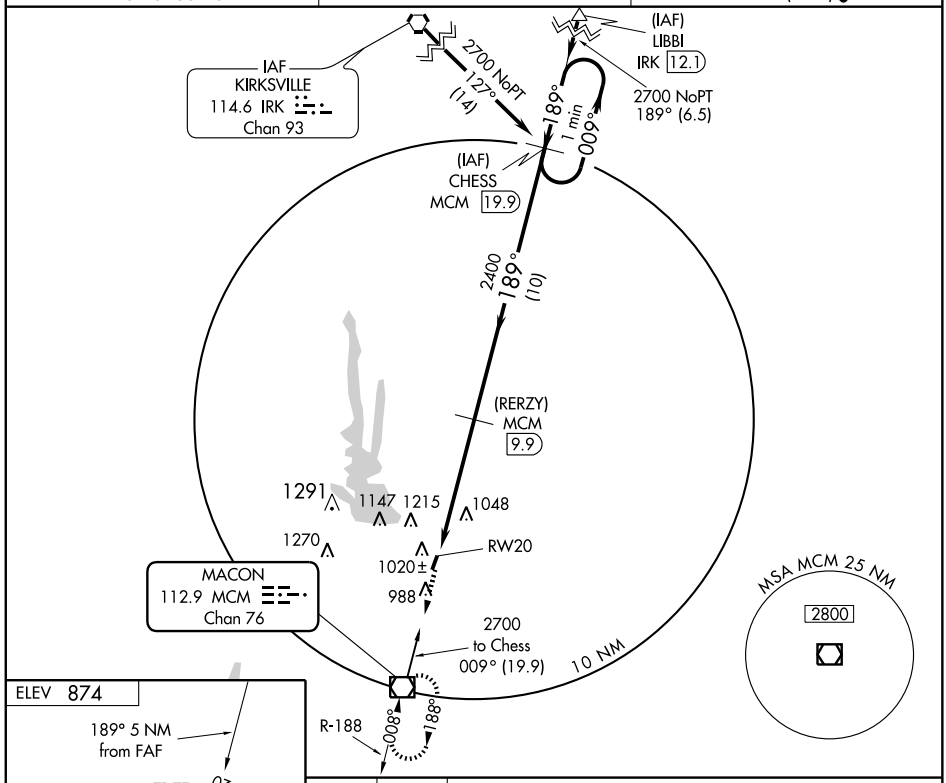
# VOR/DME or GPS RWY 20

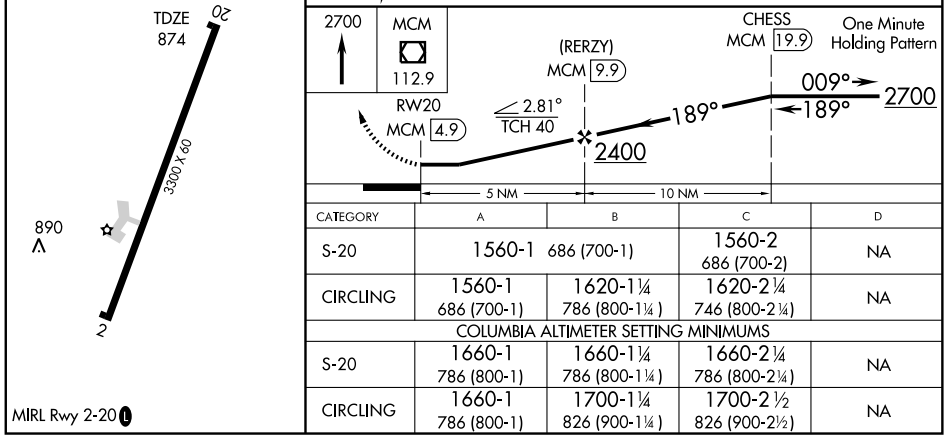
## MACON-FOWER MEMORIAL (K89)

NA Obtain Moberly altimeter setting CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climb to 2700 direct to MCM VOR/DME and hold.

| KANSAS CITY CENTER | MOBERLY CTAF | UNICOM |
|---|---|---|
| 125.25 381.5 | 122.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1560-1 686 (700-1) | | 1560-2 686 (700-2) | NA |
| CIRCLING | 1560-1 686 (700-1) | 1620-1¼ 786 (800-1¼) | 1620-2¼ 746 (800-2¼) | NA |
| COLUMBIA ALTIMETER SETTING MINIMUMS | | | | |
| S-20 | 1660-1 786 (800-1) | 1660-1¼ 786 (800-1¼) | 1660-2¼ 786 (800-2¼) | NA |
| CIRCLING | 1660-1 786 (800-1) | 1700-1¼ 826 (900-1¼) | 1700-2½ 826 (900-2½) | NA |

MIRL Rwy 2-20 L

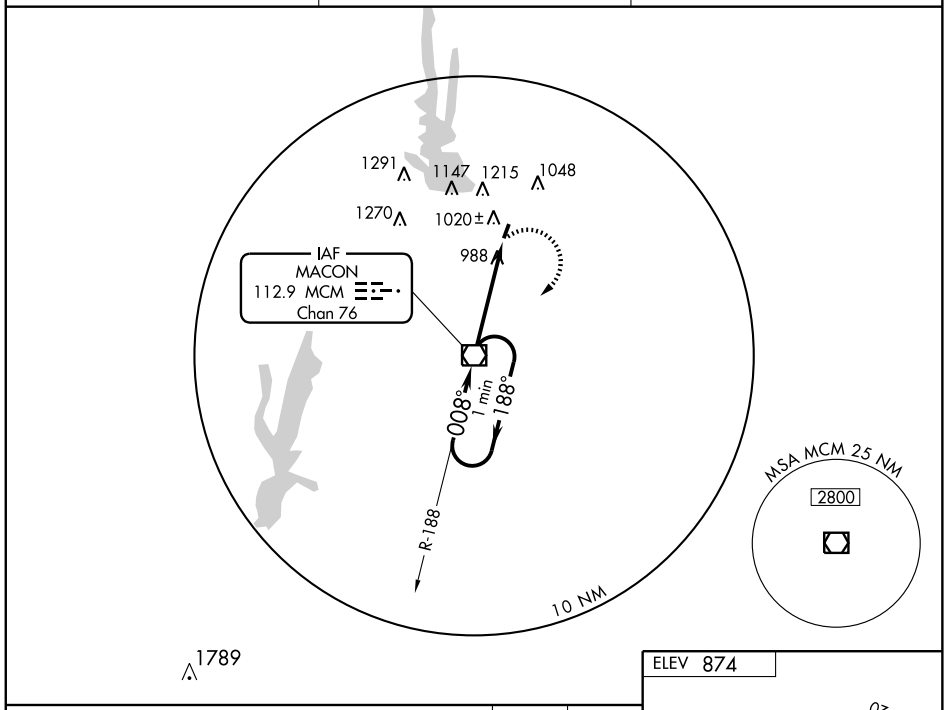
| VOR/DME MCM 112.9 Chan 76 | APP CRS 008° | Rwy ldg 3300<br>TDZE 874<br>Apt Elev 874 |
|---|---|---|

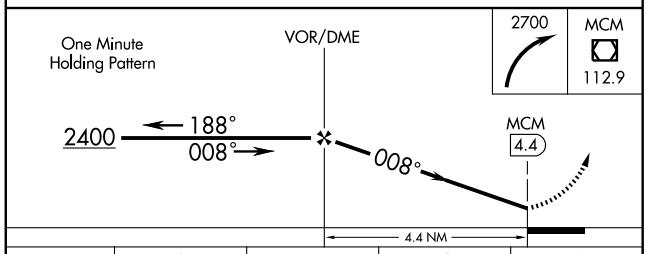
# VOR RWY 2
## MACON-FOWER MEMORIAL (K89)

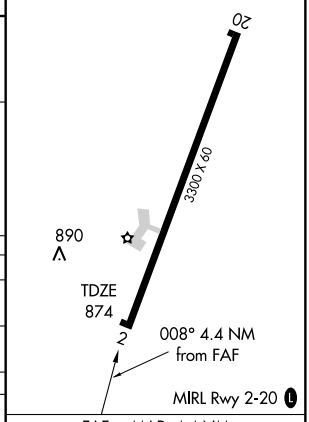
NA Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 direct MCM VOR/DME and hold.

| KANSAS CITY CENTER | MOBERLY CTAF | UNICOM |
|---|---|---|
| 125.25 381.5 | 122.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1320-1 446 (500-1) | | 1320-1¼ 446 (500-1¼) | NA |
| CIRCLING | 1420-1 546 (600-1) | 1620-1¼ 746 (800-1¼) | 1620-2½ 746 (800-2½) | NA |
| COLUMBIA ALTIMETER SETTING MINIMUMS | | | | |
| S-2 | 1420-1 546 (600-1) | | 1420-1½ 546 (600-1½) | NA |
| CIRCLING | 1520-1 646 (700-1) | 1700-1¼ 826 (900-1¼) | 1700-2½ 826 (900-2½) | NA |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61315 W14A | APP CRS 137° | Rwy ldg 4999 TDZE 292 Apt Elev 294 |
|---|---|---|

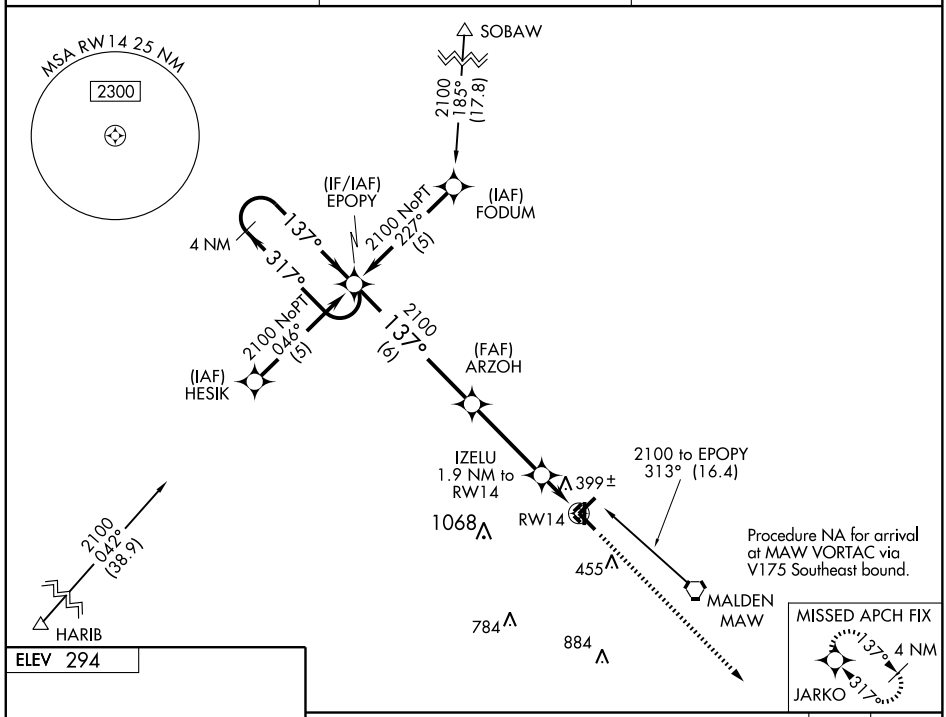
# RNAV (GPS) RWY 14
## MALDEN RGNL (MAW)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

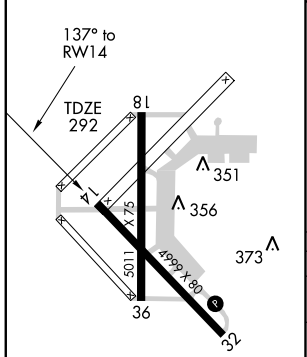
NA

MISSED APPROACH: Climb to 2100 direct JARKO and hold.

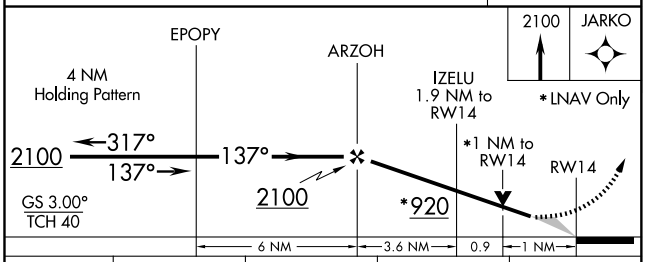
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |




ELEV 294




REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 542-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 698-1½ 406 (500-1½) | | | NA |
| LNAV MDA | 660-1 368 (400-1) | | | NA |
| CIRCLING | 720-1 426 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |

| WAAS CH 78315 W18A | APP CRS 182° | Rwy ldg 5011 TDZE 294 Apt Elev 294 |
|---|---|---|

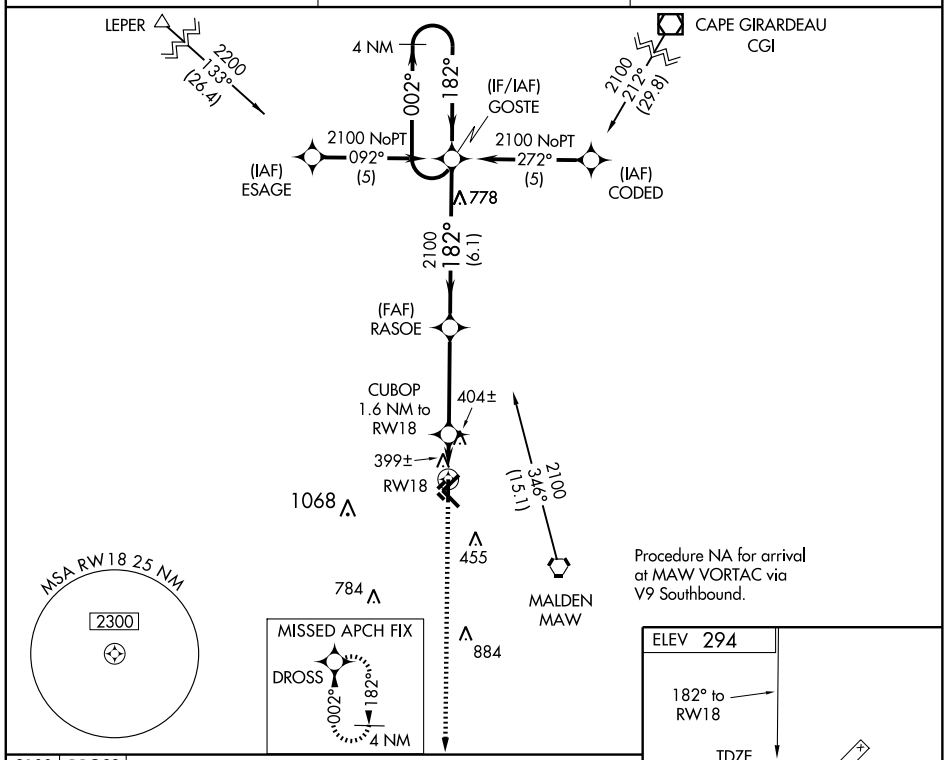
# RNAV (GPS) RWY 18
## MALDEN RGNL (MAW)

NA

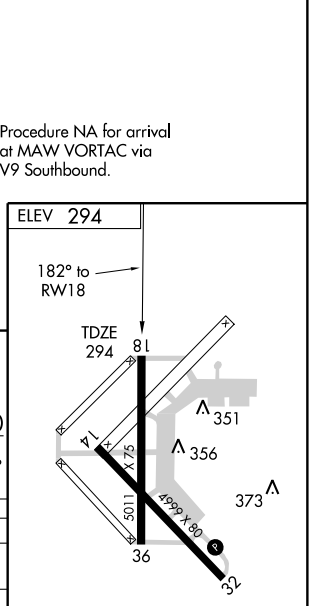
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct DROSS and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |




Procedure NA for arrival at MAW VORTAC via V9 Southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 544-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 669-1¼ 375 (400-1¼) | | | NA |
| LNAV MDA | 660-1 366 (400-1) | | | NA |
| CIRCLING | 720-1 426 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L

| WAAS CH 40410 W32A | APP CRS 317° | Rwy ldg 4999<br>TDZE 292<br>Apt Elev 294 |
|---|---|---|

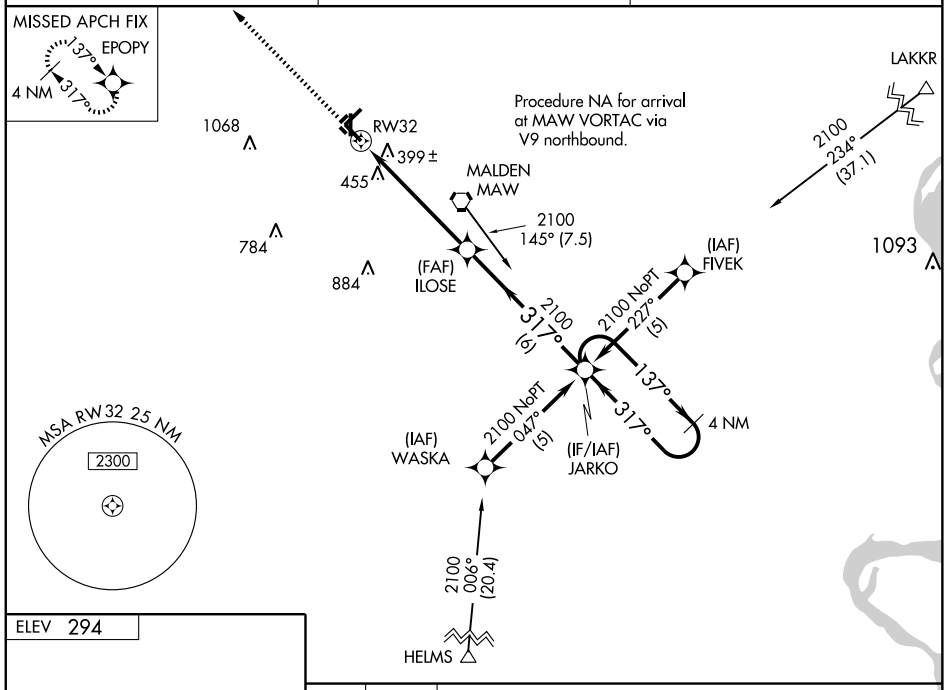
# RNAV (GPS) RWY 32
## MALDEN RGNL (MAW)

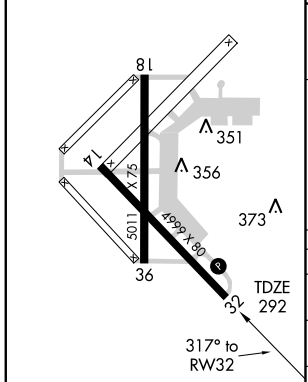
DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

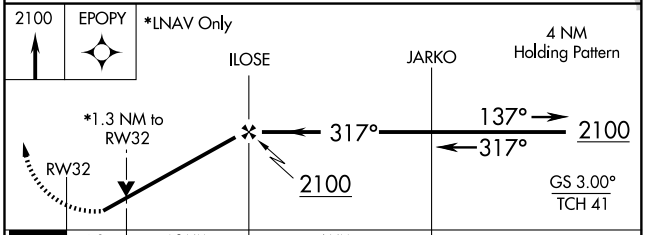
NA

MISSED APPROACH: Climb to 2100 direct EPOPY and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 581-1 289 (300-1) | | | NA |
| LNAV/VNAV DA | 698-1½ 406 (500-1½) | | | NA |
| LNAV MDA | 740-1 448 (500-1) | | 740-1¼ 448 (500-1¼) | NA |
| CIRCLING | 740-1 446 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L

# RNAV (GPS) RWY 36
## MALDEN RGNL (MAW)

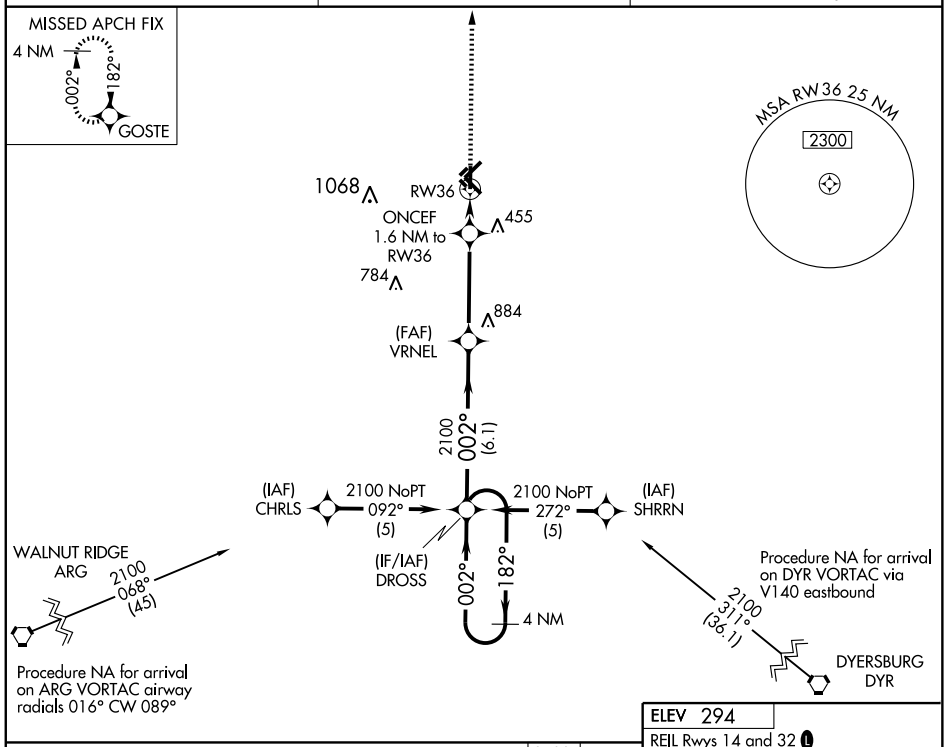
| WAAS CH 93815 W36A | APP CRS 002° | Rwy ldg 5011 TDZE 293 Apt Elev 294 |
|---|---|---|

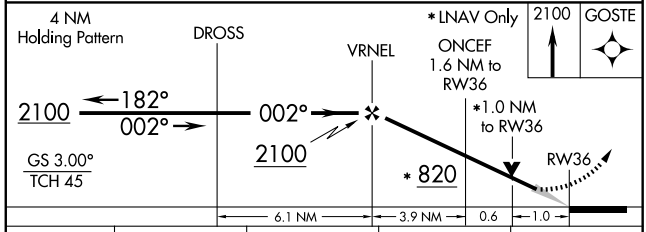
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet and LNAV Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

NA

MISSED APPROACH: Climb to 2100 direct GOSTE and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |



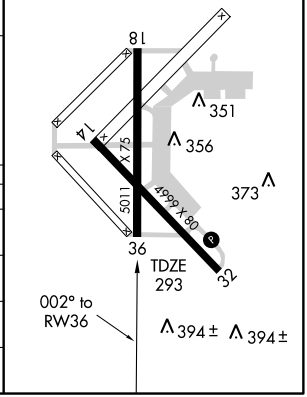




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 543-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 698-1½ 405 (500-1½) | | | NA |
| LNAV MDA | 660-1 367 (400-1) | | | NA |
| CIRCLING | 720-1 426 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |

ELEV 294

REIL Rwys 14 and 32 L

MIRL Rwys 14-32 and 18-36 L




NC-3, 14 JAN 2010 to 11 FEB 2010

# VOR/DME RWY 14
## MALDEN RGNL (MAW)

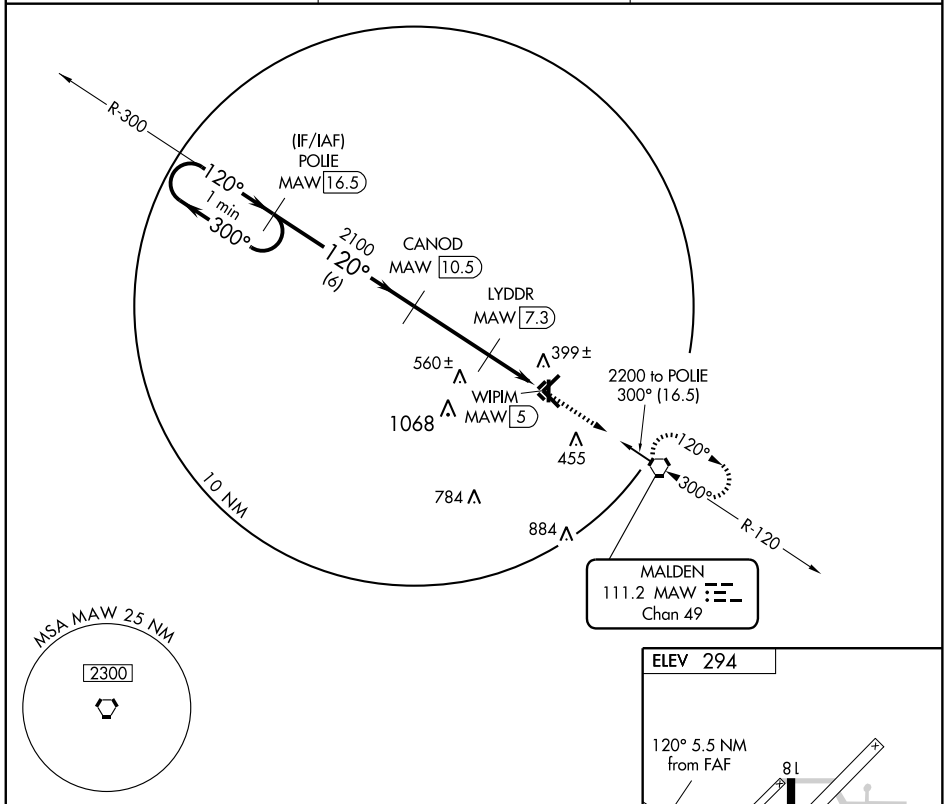
| VORTAC MAW | APP CRS | Rwy ldg | 4999 |
|---|---|---|---|
| 111.2 | 120° | TDZE | 292 |
| Chan 49 | | Apt Elev | 294 |

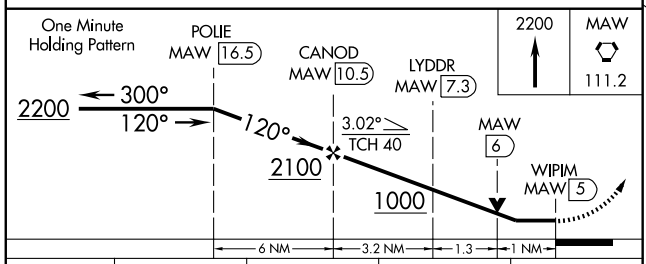
When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-14 Cat C visibility ¼ mile. VDP NA when using Poplar Bluff altimeter setting.

NA

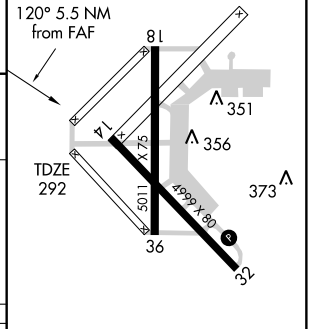
MISSED APPROACH: Climb to 2200 direct MAW VORTAC and hold, continue climb-in-hold to 2200.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 660-1 368 (400-1) | | | NA |
| CIRCLING | 720-1 426 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |




REIL Rwys 13 and 31 L
MIRL Rwys 13-31 and 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

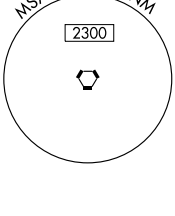
| VORTAC MAW 111.2 Chan 49 | APP CRS 298° | Rwy ldg 4999<br>TDZE 292<br>Apt Elev 294 |
|---|---|---|

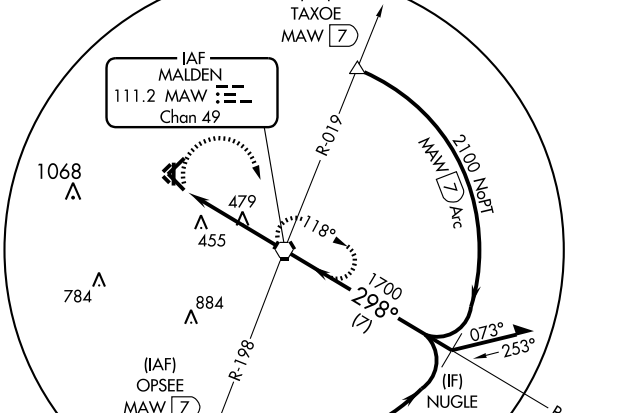
# VOR RWY 32
## MALDEN RGNL (MAW)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-32 Cat C visibility ¼ mile.

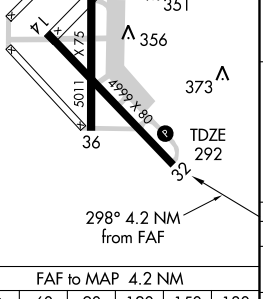
MISSED APPROACH: Climbing right turn to 2100 direct MAW VORTAC and hold.

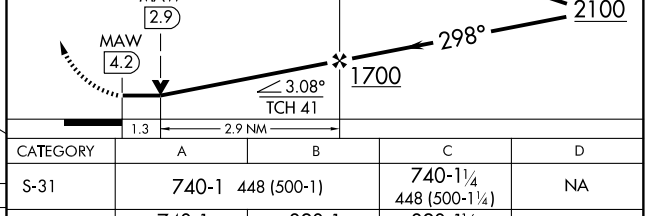
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.825 | 133.65 292.15 | 122.8 (CTAF) L |




ELEV 294
REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 740-1 448 (500-1) | | 740-1¼ 448 (500-1¼) | NA |
| CIRCLING | 740-1 446 (500-1) | 820-1 526 (600-1) | 820-1½ 526 (600-1½) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| NDB PUR | APP CRS | Rwy ldg | 4712 |
|---|---|---|---|
| 371 | 352° | TDZE | 779 |
| | | Apt Elev | 779 |

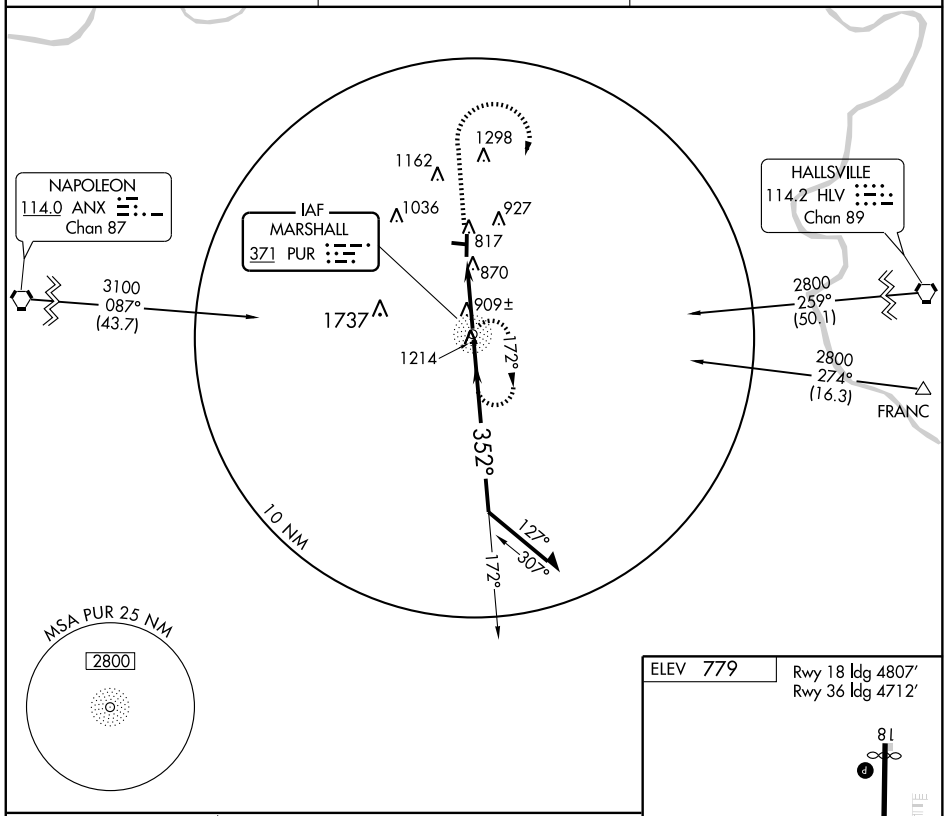
# NDB RWY 36

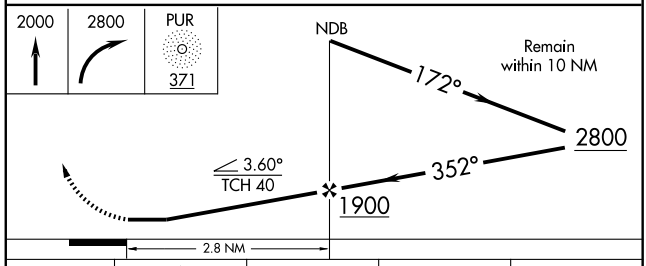
## MARSHALL MEMORIAL MUNI (MHL)

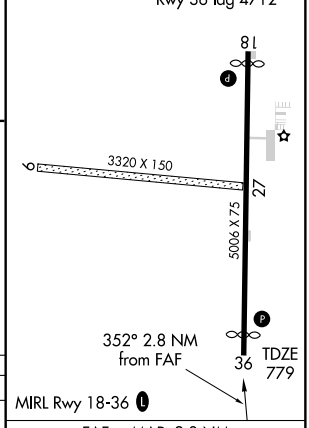
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet and increase S-36 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct PUR NDB and hold.

| AWOS-3 | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 118.675 | 127.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1220-1 441 (500-1) | | 1220-1¼ 441 (500-1¼) | NA |
| CIRCLING | 1240-1 461 (500-1) | | 1240-1½ 461 (500-1½) | NA |

| FAF to MAP 2.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:48 | 1:52 | 1:24 | 1:07 | 0:56 |

NC-3, 14 JAN 2010 to 11 FEB 2010

MARSHALL, MISSOURI

AL-6689 (FAA)

| APP CRS | Rwy ldg | 4807 |
|---|---|---|
| 178° | TDZE | 779 |
| | Apt Elev | 779 |

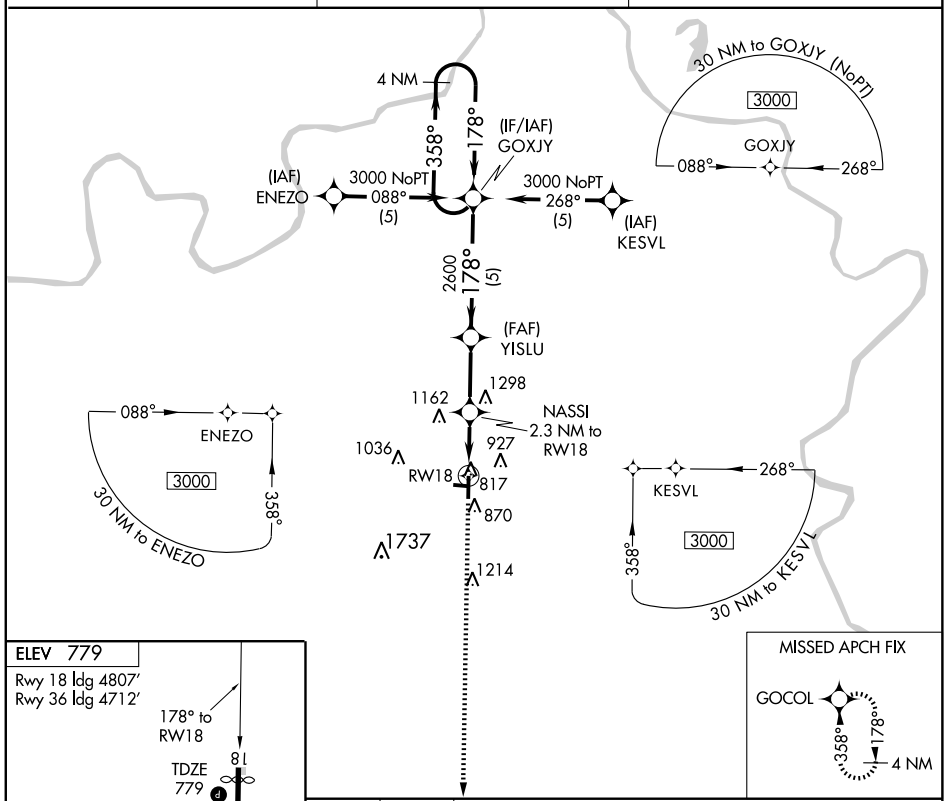
# RNAV (GPS) RWY 18

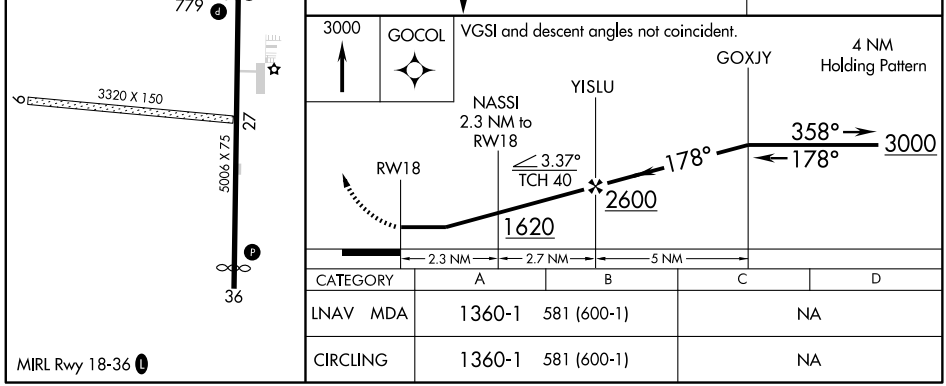
## MARSHALL MEMORIAL MUNI (MHL)

DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct GOCOL and hold.

| AWOS-3 | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 118.675 | 127.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 | 581 (600-1) | NA | |
| CIRCLING | 1360-1 | 581 (600-1) | NA | |

NC-3, 14 JAN 2010 to 11 FEB 2010

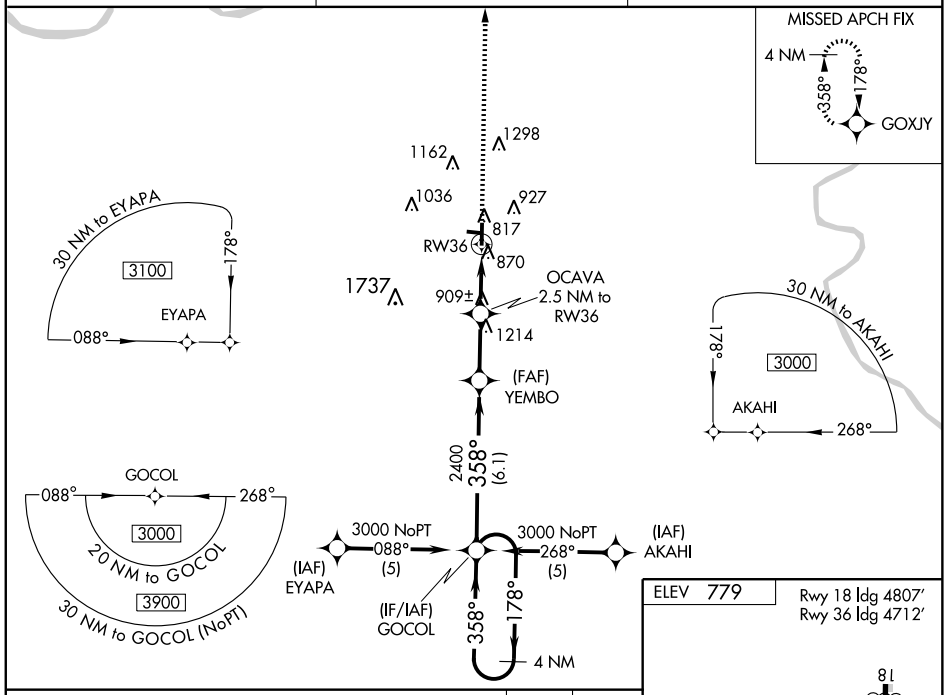
| WAAS CH 93907 W36A | APP CRS 358° | Rwy ldg 4712<br>TDZE 779<br>Apt Elev 779 |
|---|---|---|

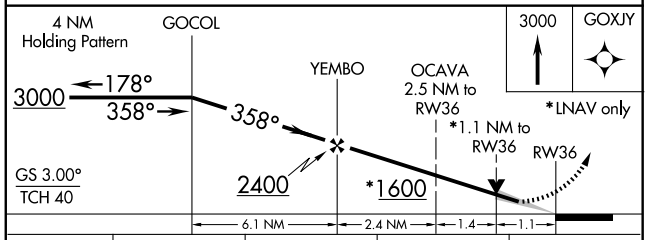
# RNAV (GPS) RWY 36
## MARSHALL MEMORIAL MUNI (MHL)

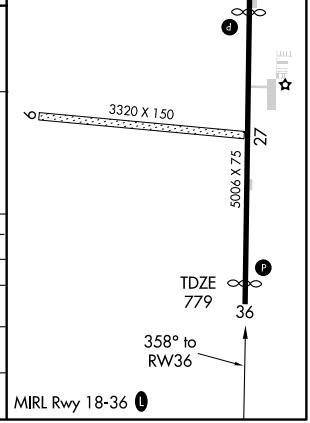
Baro-VNAV NA when using Sedalia Memorial altimeter setting.
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA. VDP NA when using Sedalia Memorial altimeter setting.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOXJY and hold.

| AWOS-3 | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 118.675 | 127.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1029-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1181-1½ 402 (500-1½) | | | NA |
| LNAV MDA | 1180-1 401 (500-1) | | 1180-1¼ 401 (500-1¼) | NA |
| CIRCLING | 1240-1 461 (500-1) | | 1240-1½ 461 (500-1½) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 72807 W14A | APP CRS 143° | Rwy ldg 4600<br>TDZE 1142<br>Apt Elev 1145 |
|---|---|---|

# RNAV (GPS) RWY 14

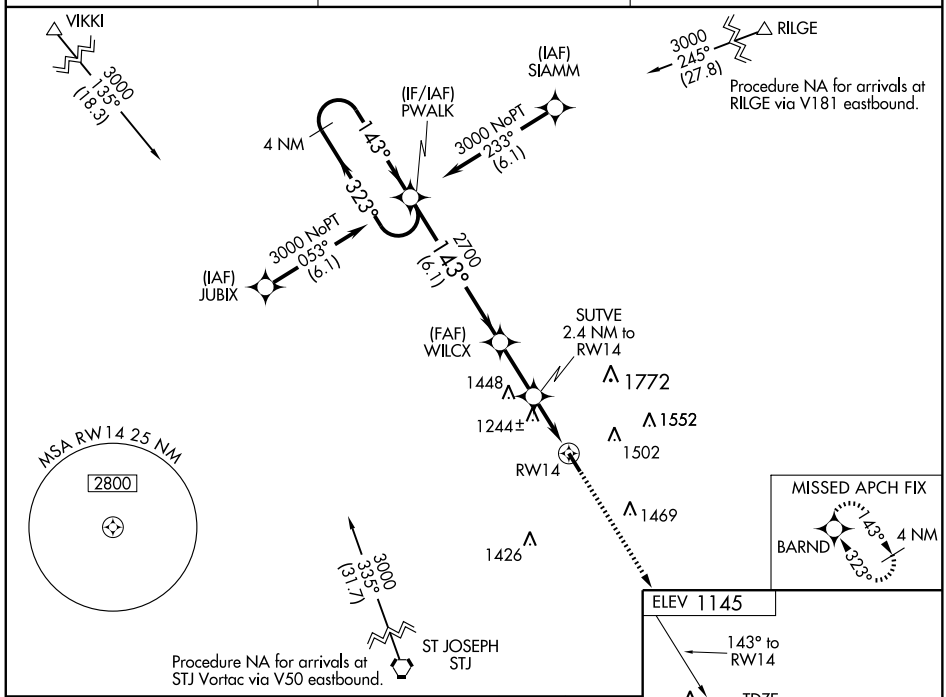
## MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

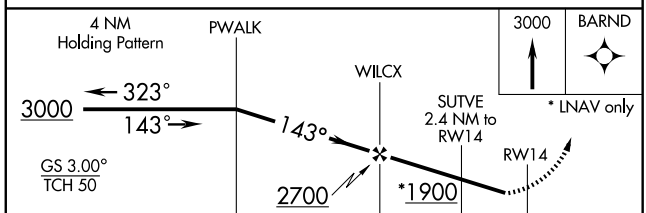
NA

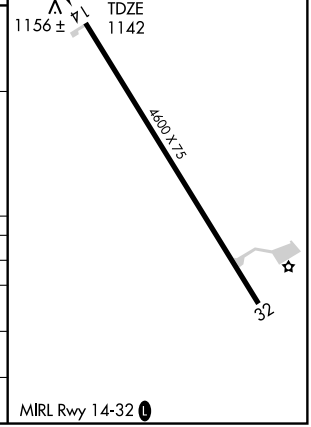
Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1518 feet, LNAV/VNAV DA to 1742 feet and all MDA 140 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, and LNAV Cat C ¼ mile. Circling NA East of runway 18-36.

MISSED APPROACH: Climb to 3000 direct BARND and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.225 | 119.6 290.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1392-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1616-1¾ 474 (500-1¾) | | | NA |
| LNAV MDA | 1500-1 358 (400-1) | | | NA |
| CIRCLING | 1500-1 355 (400-1) | 1600-1 455 (500-1) | 1600-1½ 455 (500-1½) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4600 |
|---|---|---|
| 323° | TDZE | 1145 |
| | Apt Elev | 1145 |

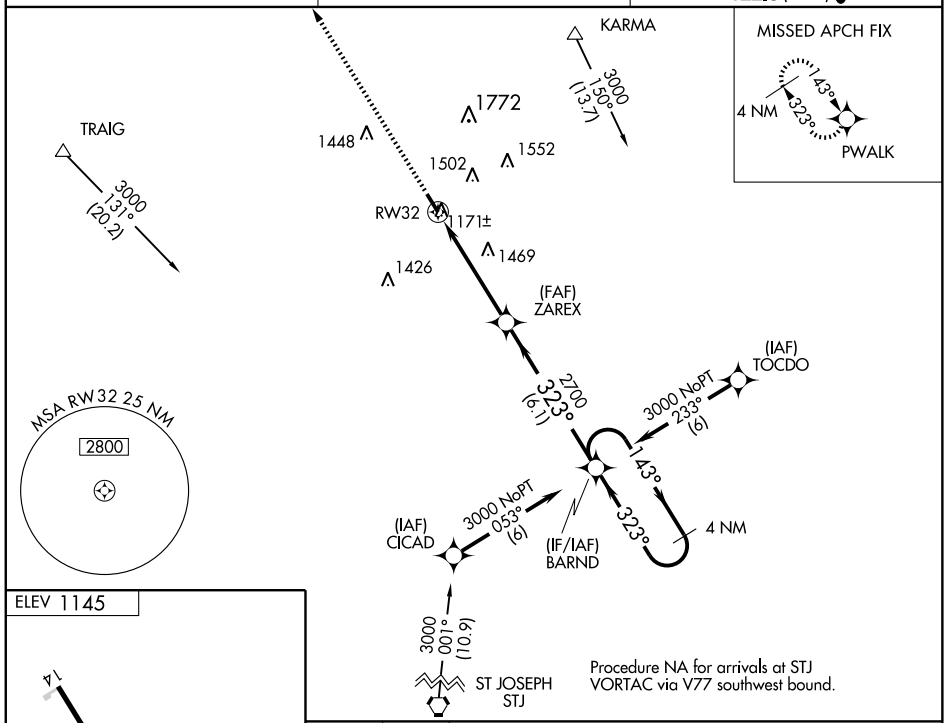
# RNAV (GPS) RWY 32

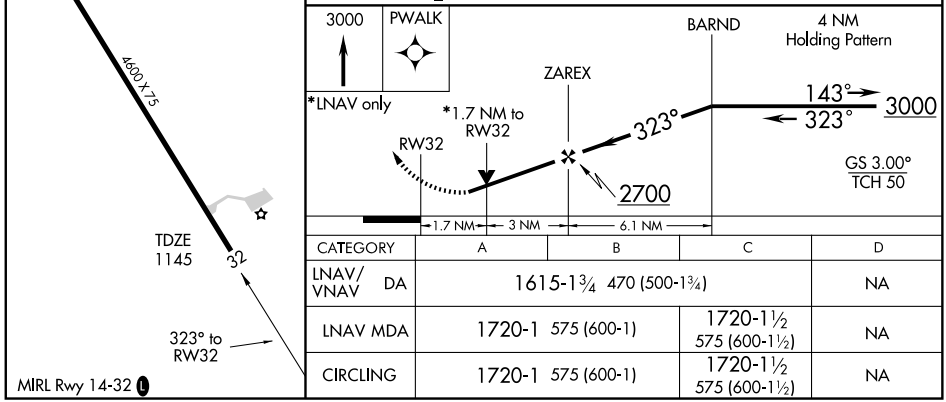
## MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.When local altimeter setting not received, use St. Joseph altimeter setting and increase LNAV/VNAV DA to 1741 feet, and all MDA 140 feet, increase visibility LNAV/VNAV ¼ mile all Cats, LNAV Cat C ½ mile, and Circling Cat C ½ mile. VDP NA when using St. Joesph altimeter setting. Circling NA east of Rwy 18-36.

MISSED APPROACH: Climb to 3000 direct PWALK and hold.

| AWOS-3 | MINNEAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.225 | 119.6 290.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1615-1¾ 470 (500-1¾) | | | NA |
| LNAV MDA | 1720-1 575 (600-1) | | 1720-1½ 575 (600-1½) | NA |
| CIRCLING | 1720-1 575 (600-1) | | 1720-1½ 575 (600-1½) | NA |

# LOC/DME RWY 24

## MEXICO MEMORIAL (MYJ)

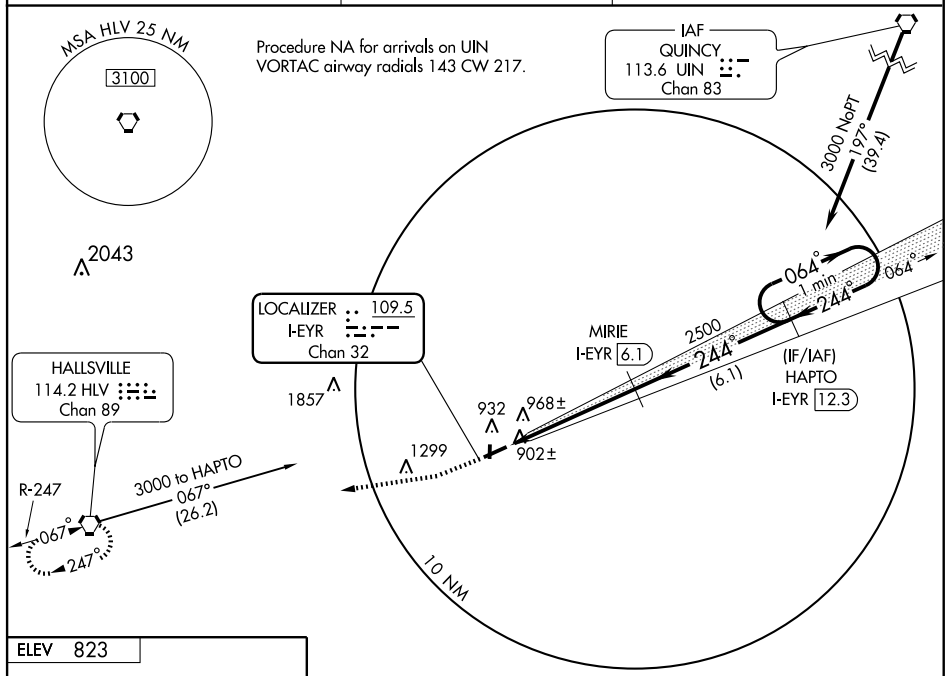
| LOC/DME I-EYR | APP CRS | Rwy ldg | 5130 |
|---|---|---|---|
| 109.5 | 244° | TDZE | 817 |
| Chan 32 | | Apt Elev | 823 |

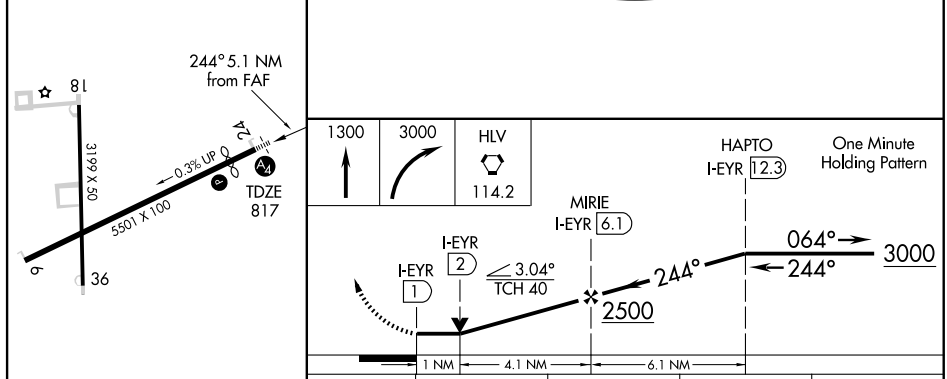
If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.
VDP NA with Columbia Rgnl altimeter setting.

MALS

MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct HLV VORTAC and hold.

| AWOS-3 | MIZZU APP CON | CTAF |
|---|---|---|
| 120.575 | 124.375 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1160-¾ 343 (400-¾) | | | NA |
| CIRCLING | 1280-1 457 (500-1) | | 1280-1½ 457 (500-1½) | NA |

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

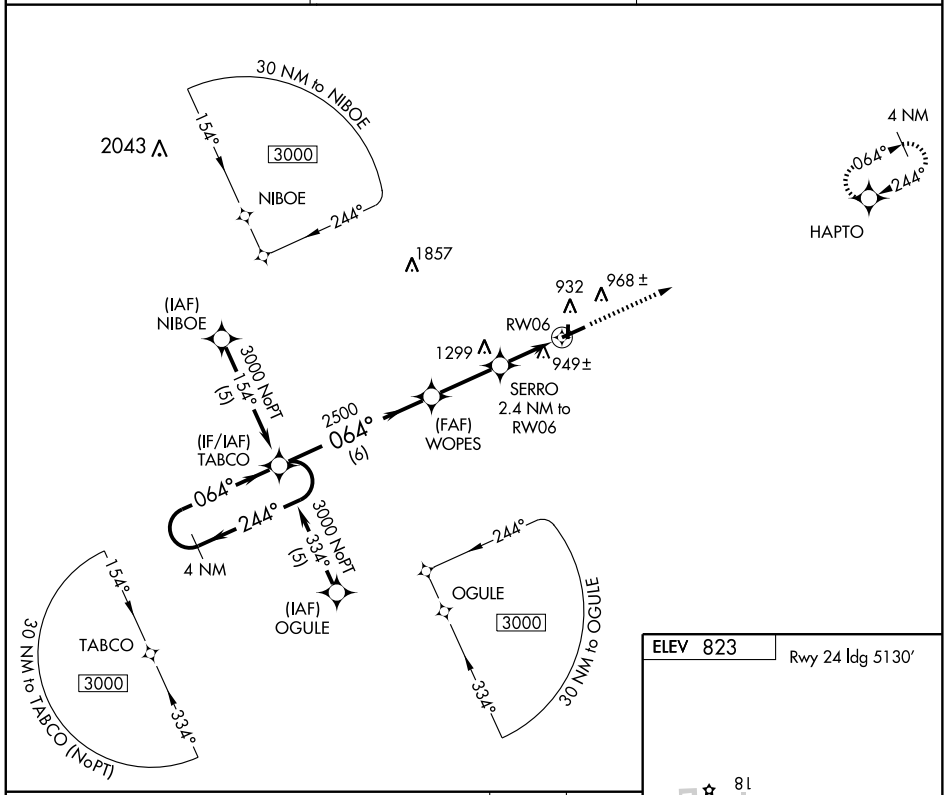
| APP CRS | Rwy ldg | 5501 |
|---|---|---|
| 064° | TDZE | 823 |
| | Apt Elev | 823 |

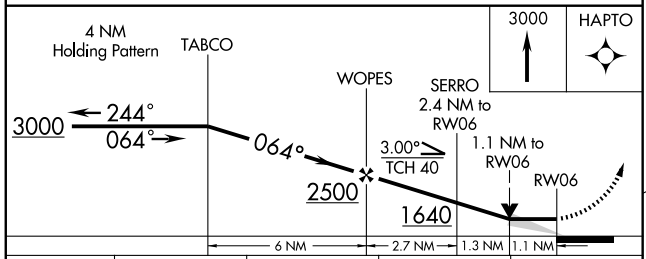
# RNAV (GPS) RWY 6
## MEXICO MEMORIAL (MYJ)

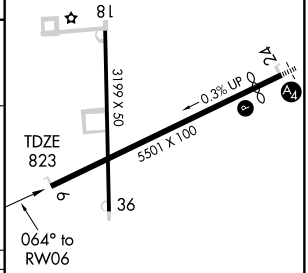
T ▲NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct HAPTO WP and hold.

| AWOS-3 | MIZZU APP CON | CTAF |
|---|---|---|
| 120.575 | 124.375 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 377 (400-1) | | | NA |
| CIRCLING | 1280-1 457 (500-1) | | 1280-1½ 457 (500-1½) | NA |

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS Chan **56213** W24A | APP CRS **244°** | Rwy ldg **5130** TDZE **817** Apt Elev **823** |
|---|---|---|

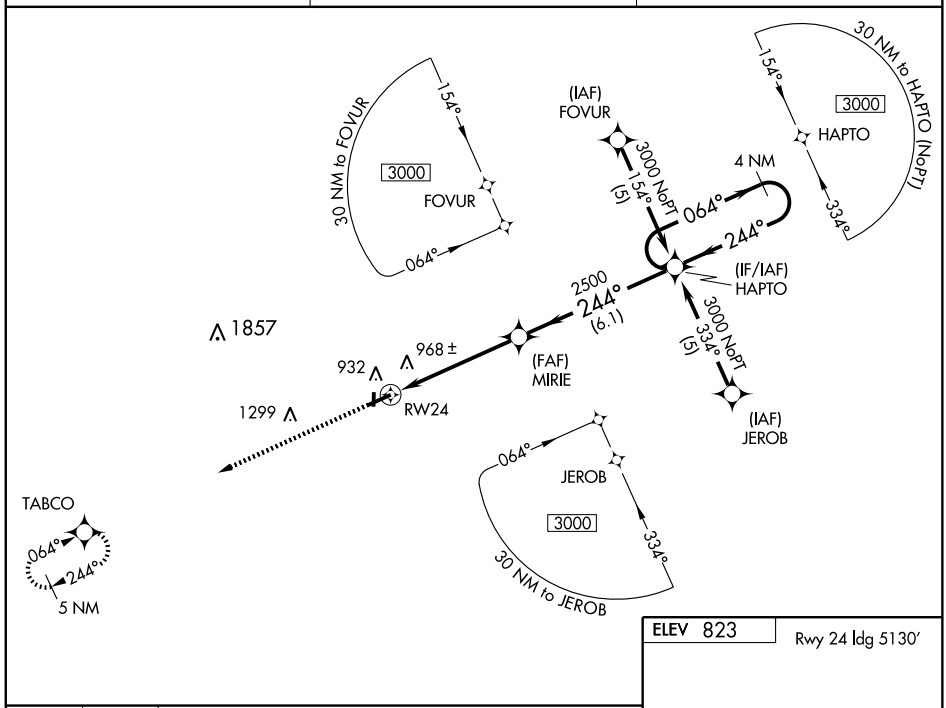
# RNAV (GPS) RWY 24
## MEXICO MEMORIAL (MYJ)

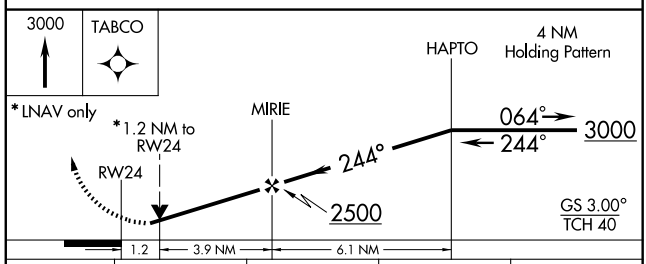
Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat C.
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet.
Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

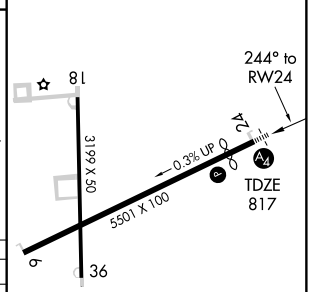
MALS

MISSED APPROACH: Climb to 3000 direct TABCO and hold.

| AWOS-3 | MIZZU APP CON | CTAF |
|---|---|---|
| **120.575** | **124.375** | **122.9** L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1126-1 309 (400-1) | | | NA |
| LNAV/VNAV DA | 1278-1¾ 461 (500-1¾) | | | NA |
| LNAV MDA | 1220-¾ 403 (400-¾) | | 1220-1¼ 403 (400-1¼) | NA |
| CIRCLING | 1280-1¾ 457 (500-1¾) | | | NA |

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3. 14 JAN 2010 to 11 FEB 2010

| VORTAC HLV 114.2 Chan 89 | APP CRS 253° | Rwy ldg 5130 TDZE 817 Apt Elev 823 |
|---|---|---|

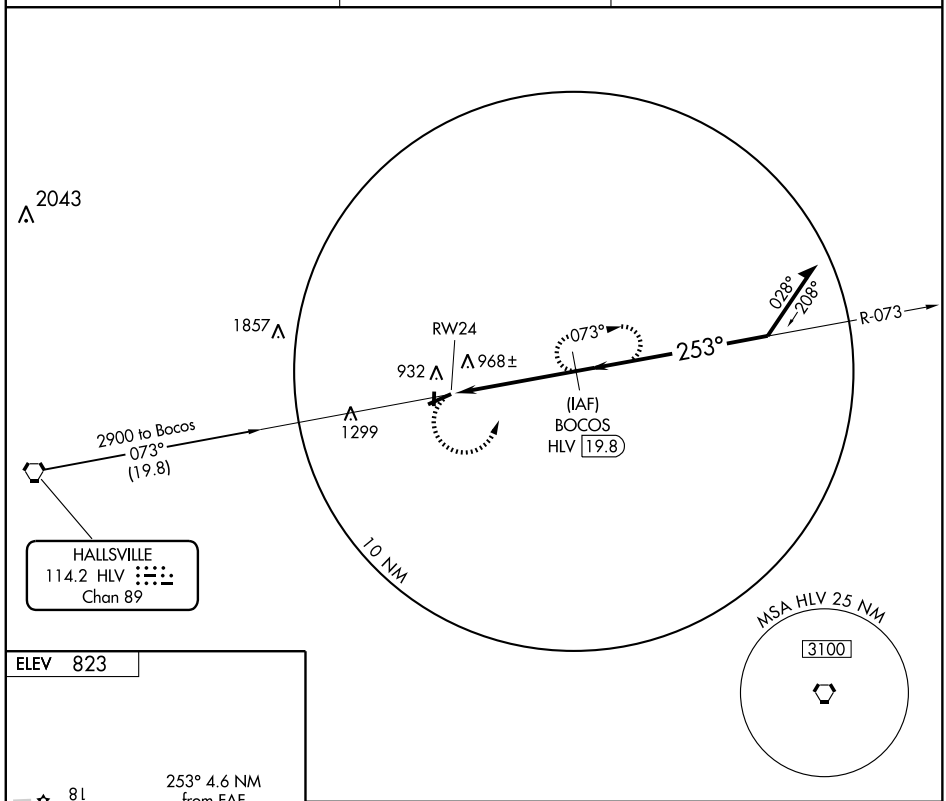
# VOR/DME RWY 24
## MEXICO MEMORIAL (MYJ)

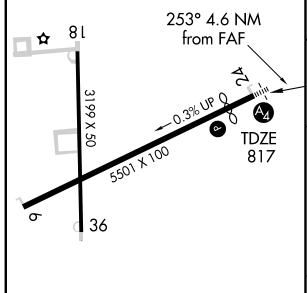
T A NA — If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.

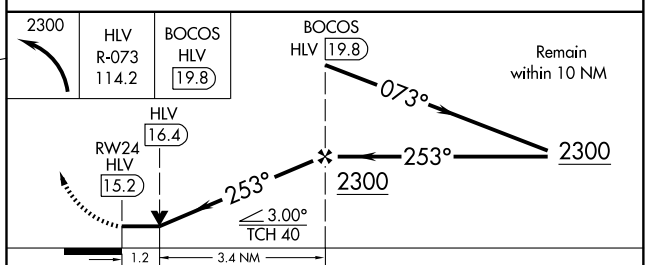
MALS A4

MISSED APPROACH: Climbing left turn to 2300 via HLV R-073 to BOCOS 19.8 DME and hold.

| AWOS-3 | MIZZU APP CON | CTAF |
|---|---|---|
| 120.575 | 124.375 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1220-1 | 403 (400-1) | 1220-1¼ 403 (400-1¼ ) | NA |
| CIRCLING | 1280-1 | 457 (500-1) | 1280-1½ 457 (500-1½) | NA |

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME MCM | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.9 | 162° | TDZE | N/A |
| Chan 76 | | Apt Elev | 867 |

# VOR/DME or GPS-A

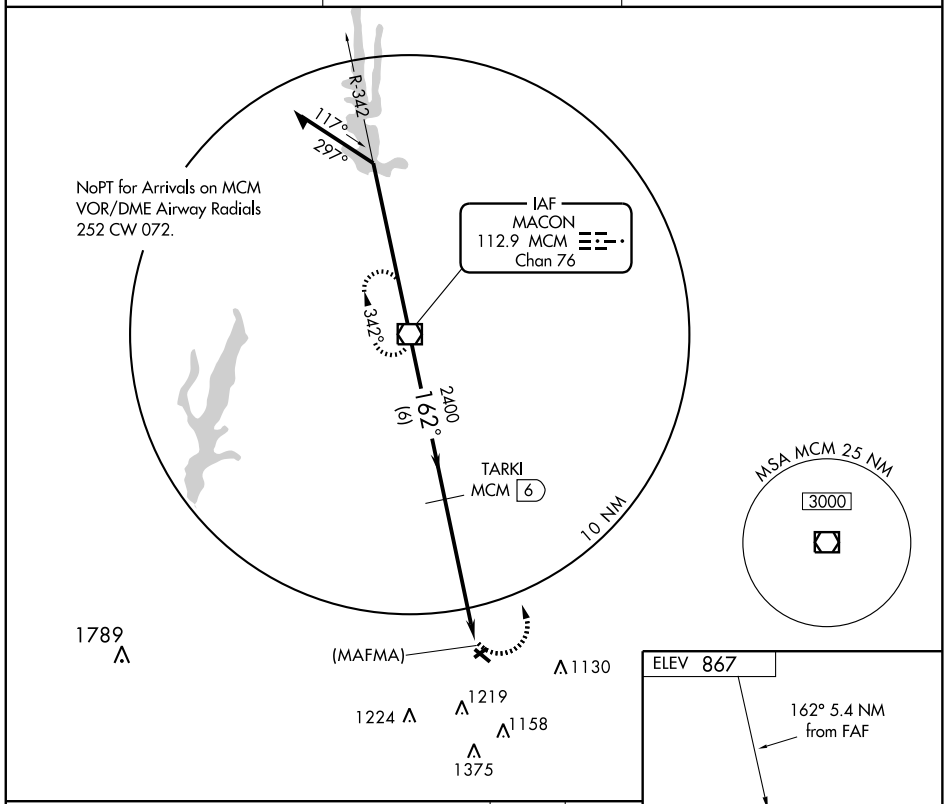
## MOBERLY/ OMAR N. BRADLEY (MBY)

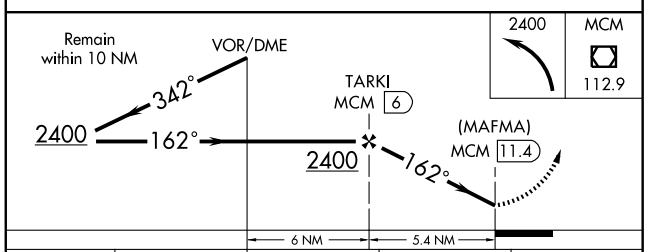
NA

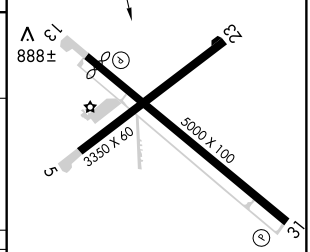
Obtain local altimeter setting on CTAF; when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct MCM VOR/DME and hold.

| AWOS-3 | COLUMBIA RADIO | UNICOM |
|---|---|---|
| 120.025 | 122.1R | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1380-1 513 (600-1) | | 1380-1½ 513 (600-1½) | 1500-2 633 (700-2) |
| COLUMBIA ALTIMETER SETTING | | | | |
| CIRCLING | 1440-1 573 (600-1) | | 1440-1½ 573 (600-1½) | 1600-2¼ 733 (800-2¼) |

REIL Rwys 13 and 31 L

MIRL Rwys 5-23 and 13-31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME MCM | APP CRS | Rwy ldg 4690 |
|---|---|---|
| 112.9 | 123° | TDZE 866 |
| Chan 76 | | Apt Elev 867 |

# VOR/DME RNAV or GPS RWY 13

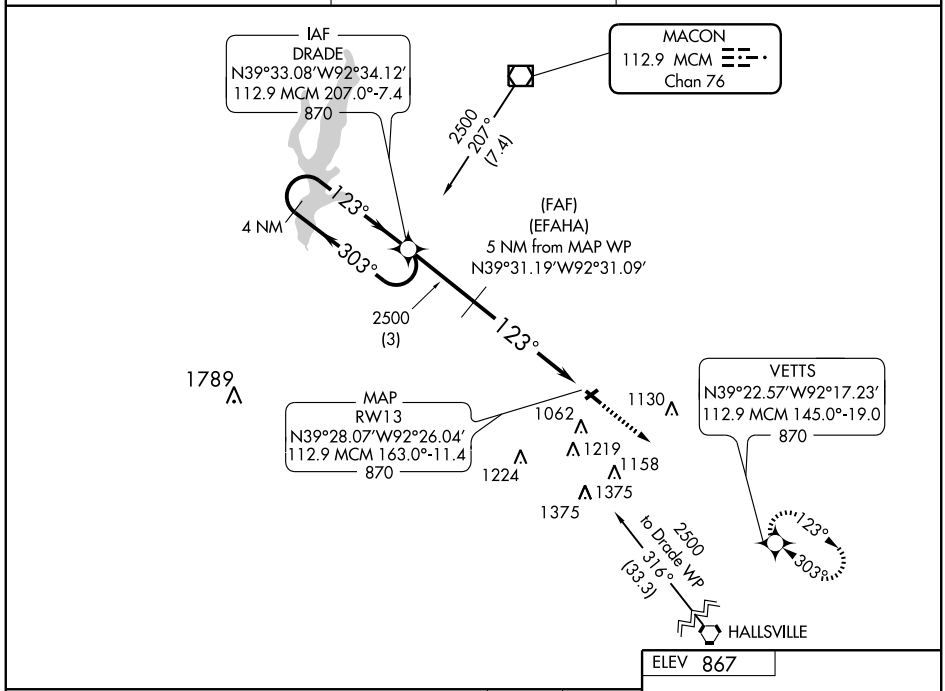
## MOBERLY/OMAR N. BRADLEY (MBY)

NA

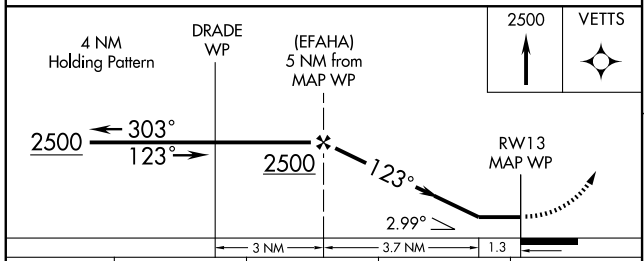
Obtain local altimeter setting on CTAF; when not available, use Columbia altimeter setting.

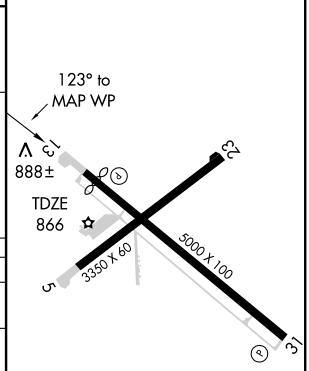
MISSED APPROACH: Climb to 2500 direct VETTS WP and hold.

| AWOS-3 | COLUMBIA RADIO | UNICOM |
|---|---|---|
| 120.025 | 122.1R | 122.7 (CTAF) L |




ELEV 867




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1320-1 454 (500-1) | | 1320-1¼ 454 (500-1¼) | 1320-1½ 454 (500-1½) |
| CIRCLING | 1380-1 514 (600-1) | | 1380-1½ 514 (600-1½) | 1500-2 634 (700-2) |
| COLUMBIA ALTIMETER SETTING MINIMUMS | | | | |
| S-13 | 1500-1 634 (700-1) | | 1500-1¾ 634 (700-1¾) | 1500-2 634 (700-2) |
| CIRCLING | 1540-1 674 (700-1) | | 1540-2 674 (700-2) | 1680-2¾ 814 (900-2¾) |

REIL Rwys 13 and 31 L

MIRL Rwys 5-23 and 13-31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

MOBERLY, MISSOURI

AL-5976 (FAA)

| VOR/DME MCM | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 112.9 | 303° | TDZE | 866 |
| Chan 76 | | Apt Elev | 867 |

# VOR/DME RNAV or GPS RWY 31

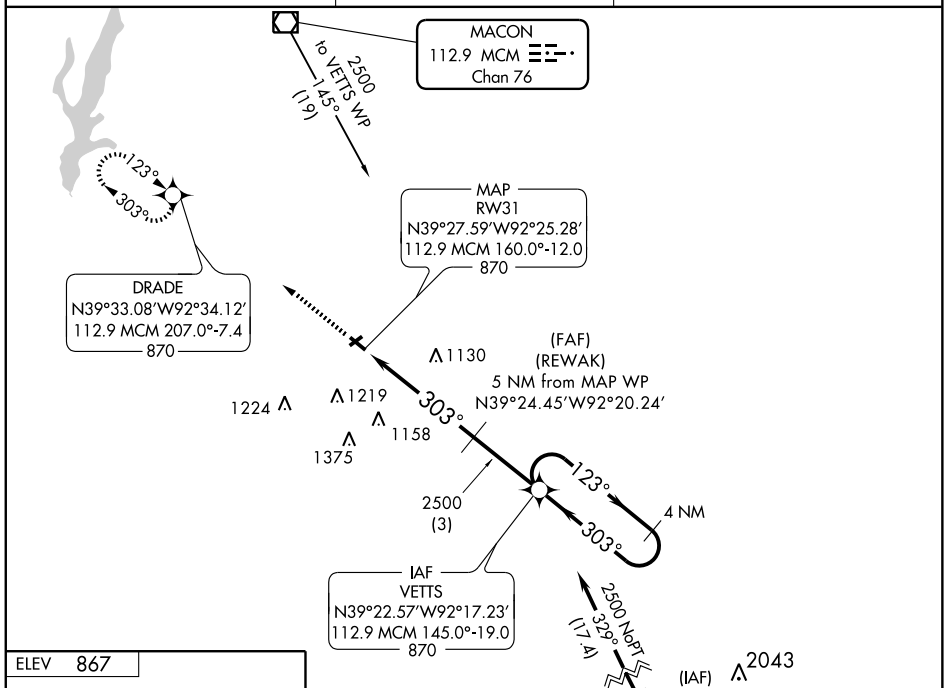
## MOBERLY/OMAR N. BRADLEY (MBY)

NA

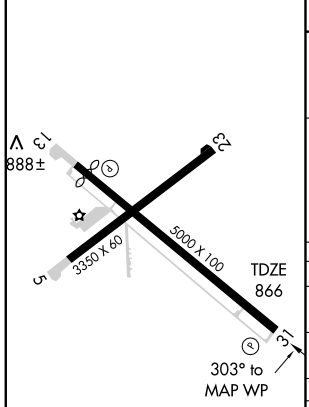
Obtain local altimeter setting on CTAF; when not available use Columbia altimeter setting.

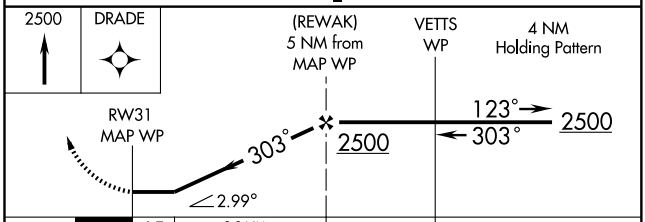
MISSED APPROACH: Climb to 2500 direct DRADE WP and hold.

| AWOS-3 | COLUMBIA RADIO | UNICOM |
|---|---|---|
| 120.025 | 122.1R | 122.7 (CTAF) L |




ELEV 867




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1460-1 594 (600-1) | | 1460-1½ 594 (600-1½) | 1460-1¾ 594 (600-1¾) |
| CIRCLING | 1500-1 634 (700-1) | | 1500-1¾ 634 (700-1¾) | 1500-2 634 (700-2) |
| COLUMBIA ALTIMETER SETTING MINIMUMS | | | | |
| S-31 | 1640-1 774 (800-1) | 1640-1¼ 774 (800-1¼) | 1640-2¼ 774 (800-2¼) | 1640-2½ 744 (800-2½) |
| CIRCLING | 1640-1 774 (800-1) | 1640-1¼ 774 (800-1¼) | 1640-2¼ 774 (800-2¼) | 1680-2¾ 814 (900-2¾) |

REIL Rwys 13 and 31 L

MIRL Rwys 5-23 and 13-31 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 53403 W18A | APP CRS 179° | Rwy ldg 5000<br>TDZE 1314<br>Apt Elev 1314 |
|---|---|---|

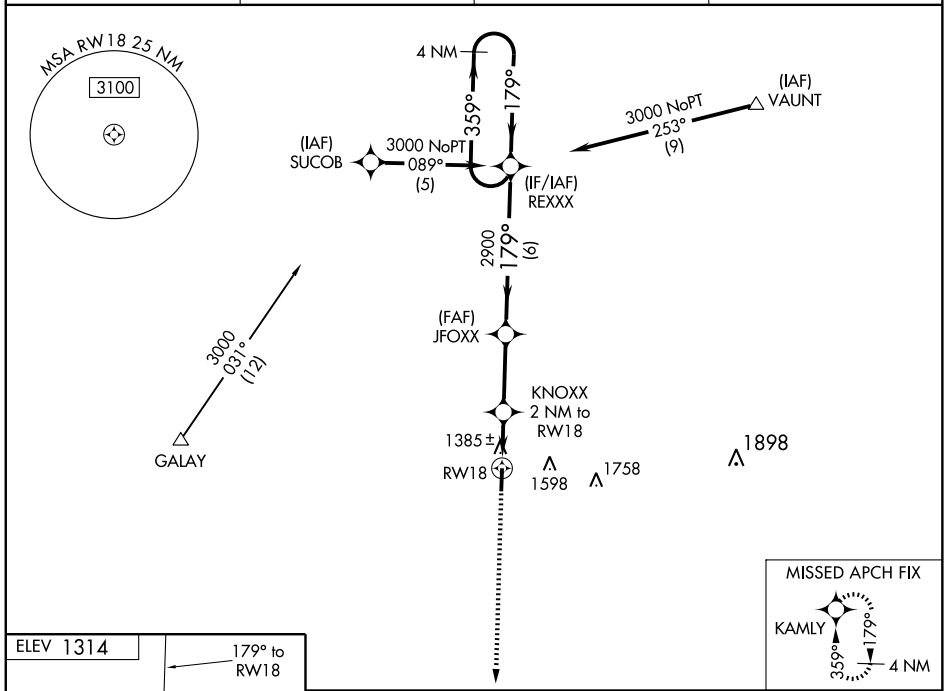
# RNAV (GPS) RWY 18
## MONETT MUNI (HFJ)

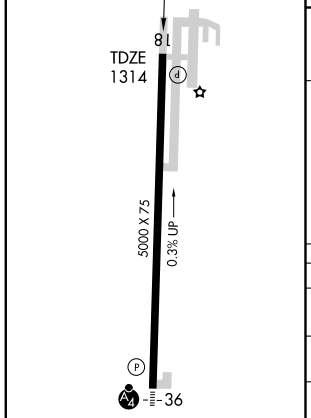
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile. Baro-VNAV and VDP NA when using Joplin altimeter setting.

T A NA

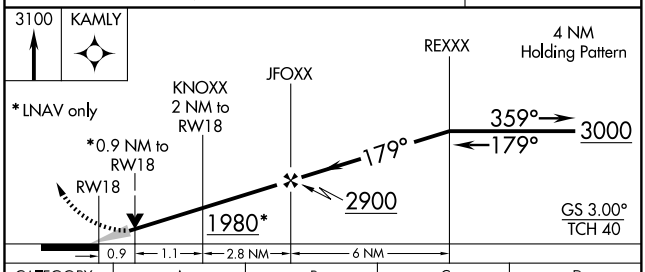
MISSED APPROACH: Climb to 3100 direct KAMLY and hold.

| AWOS-3 | SPRINGFIELD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.95 318.2 | 121.85 | 123.075 (CTAF) L |




MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1614-1 | 300 (300-1) | NA | |
| LNAV/VNAV | DA | 1663-1¼ | 349 (400-1¼) | NA | |
| LNAV MDA | | 1640-1 | 326 (400-1) | NA | |
| CIRCLING | | 1700-1<br>386 (400-1) | 1780-1<br>466 (500-1) | NA | |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 69303 W36A | APP CRS 359° | Rwy ldg 5000<br>TDZE 1300<br>Apt Elev 1314 |
|---|---|---|

# RNAV (GPS) RWY 36
## MONETT MUNI (HFJ)

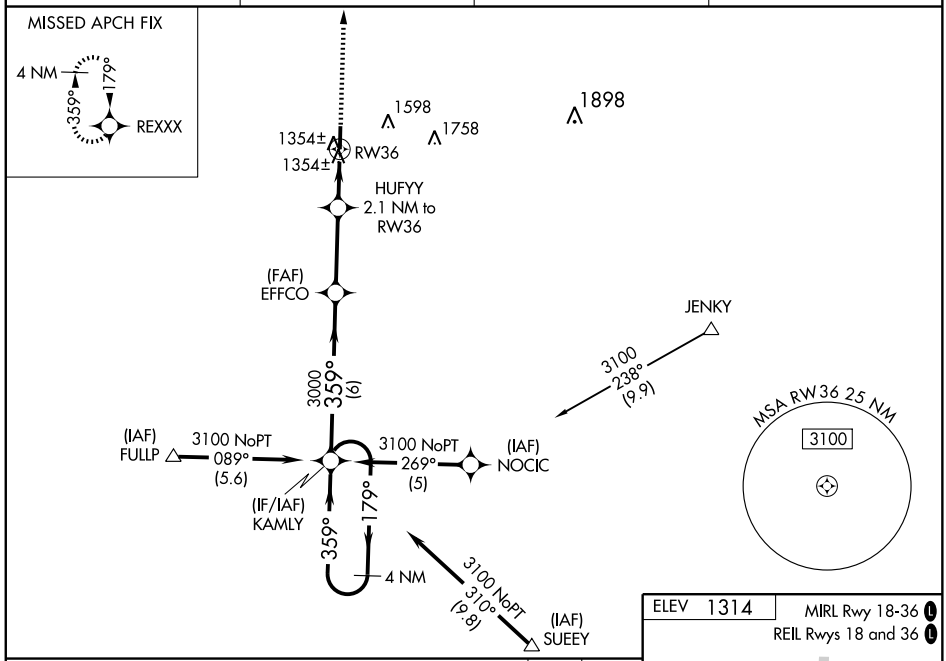
Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Joplin altimeter setting. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats.

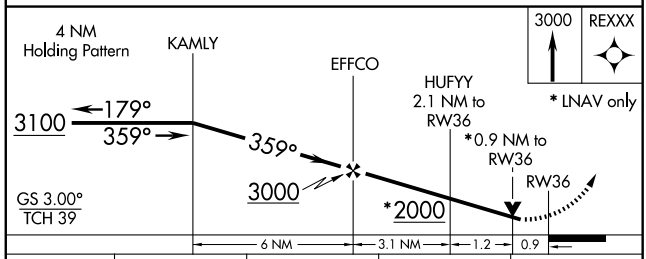
NA

MALSF

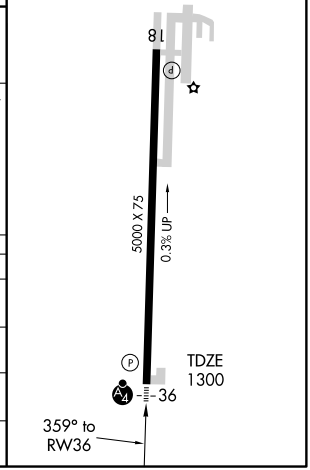
MISSED APPROACH: Climb to 3000 direct REXXX and hold.

| AWOS-3 | SPRINGFIELD APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.95 318.2 | 121.85 | 123.075 (CTAF) L |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1577-1 | 277 (300-1) | NA | |
| LNAV/VNAV | DA | 1655-1¼ | 355 (400-1¼) | NA | |
| LNAV MDA | | 1620-¾ | 320 (400-¾) | NA | |
| CIRCLING | | 1700-1<br>386 (400-1) | 1780-1<br>466 (500-1) | NA | |



| APP CRS | Rwy ldg | 3516 |
|---|---|---|
| 091° | TDZE | 737 |
| | Apt Elev | 737 |

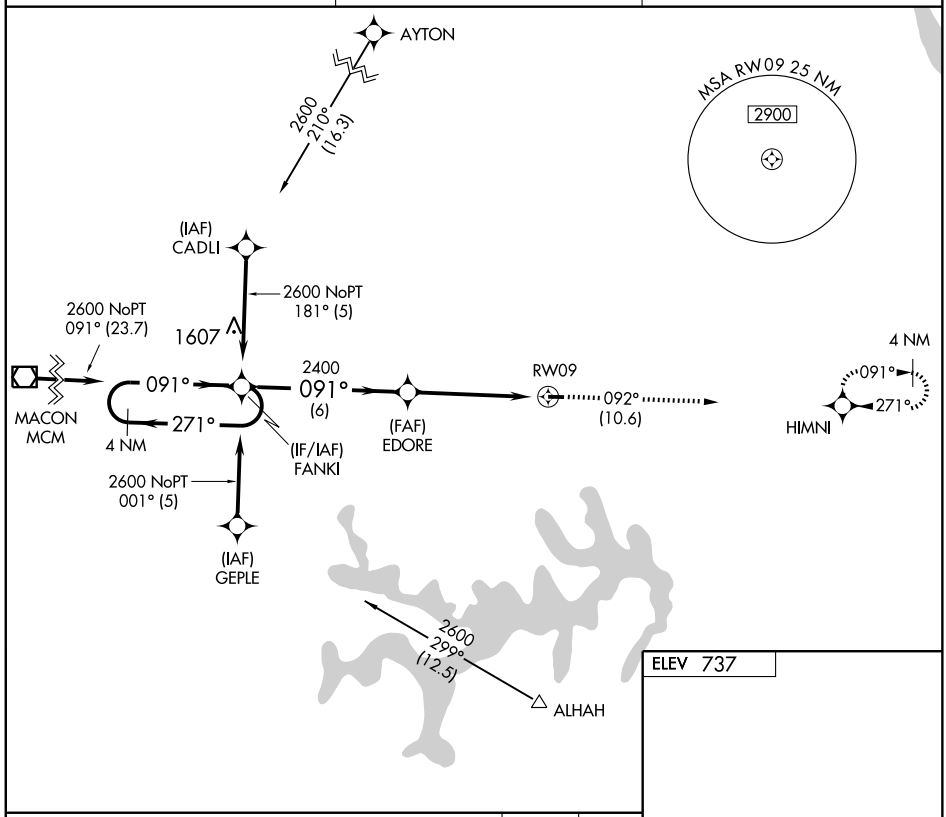
# RNAV (GPS) RWY 9

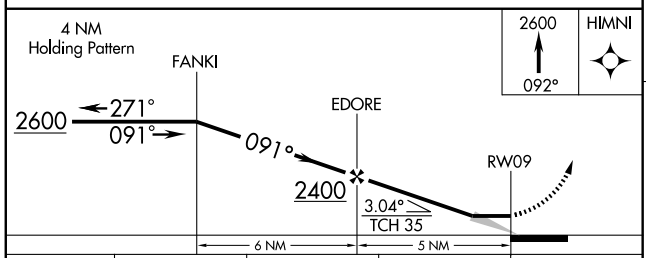
## MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

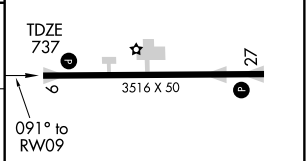
NA Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2600 via 092° course to HIMNI WP and hold.

| QUINCY ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 135.525 319.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 463 (500-1) | | 1200-1¼ 463 (500-1¼) | NA |
| CIRCLING | 1380-1 643 (700-1) | | 1380-1¾ 643 (700-1¾) | NA |

REIL Rwy 27
MIRL Rwy 9-27 L

MONROE CITY, MISSOURI

AL-6183 (FAA)

| APP CRS | Rwy ldg | 3516 |
|---|---|---|
| 271° | TDZE | 737 |
| | Apt Elev | 737 |

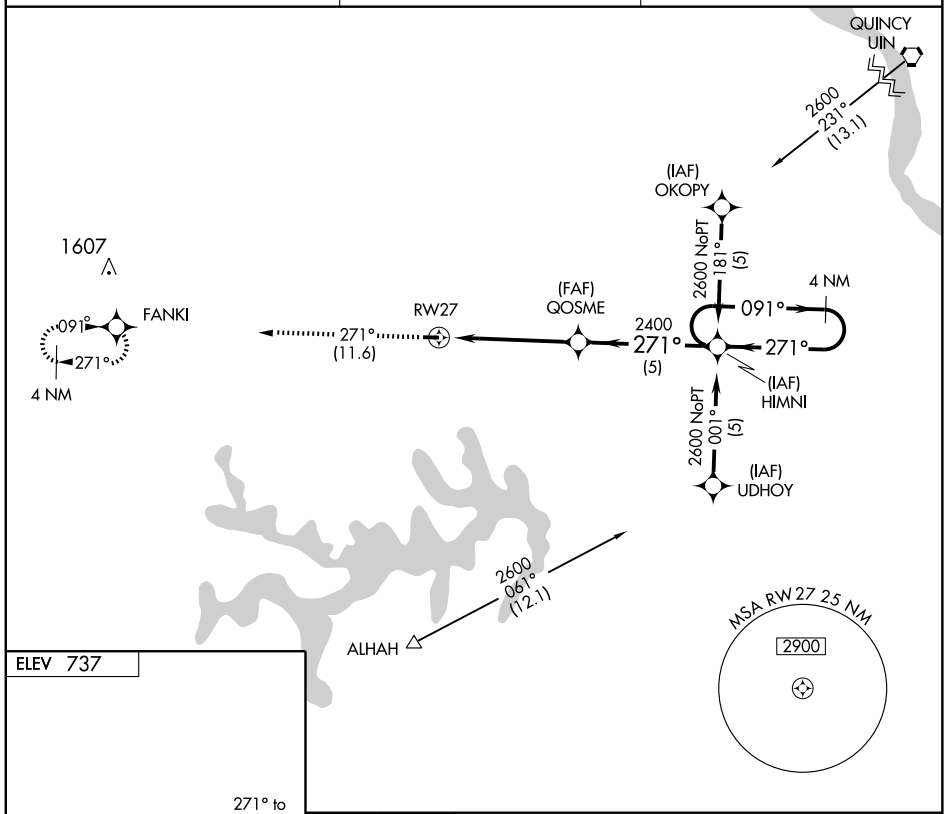
# RNAV (GPS) RWY 27

## MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

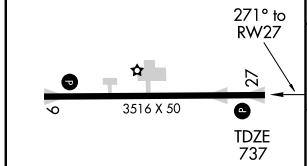
NA Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

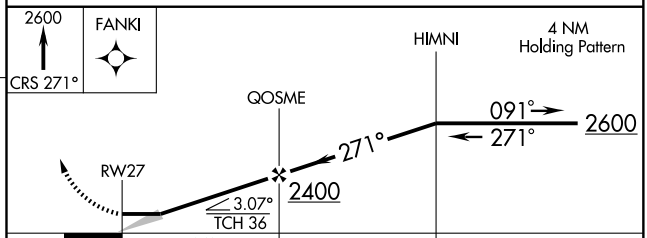
MISSED APPROACH: Climb to 2600 via 271° course to FANKI WP and hold.

| QUINCY ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 135.525 319.9 | 122.8 (CTAF) L |




ELEV 737




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1 503 (600-1) | | 1240-1½ 503 (600-1½) | NA |
| CIRCLING | 1380-1 643 (700-1) | | 1380-1¾ 643 (700-1¾) | NA |

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC UIN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.6 | 233° | TDZE | N/A |
| Chan 83 | | Apt Elev | 737 |

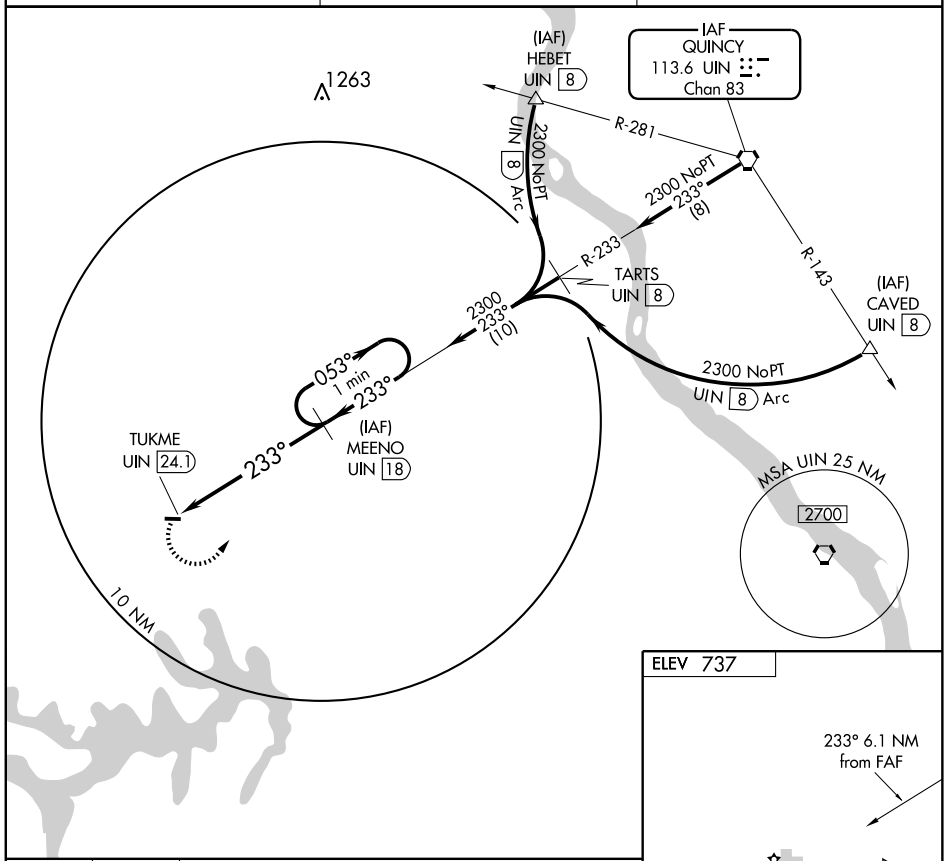
# VOR/DME-A

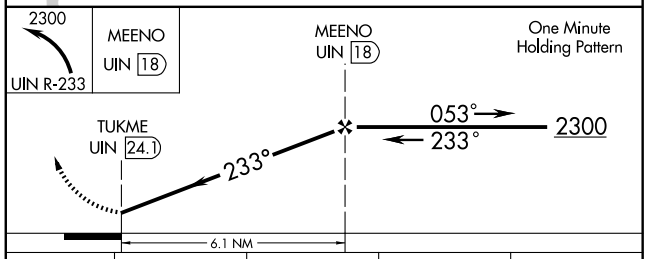
## MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

NA Use Quincy, IL altimeter setting.

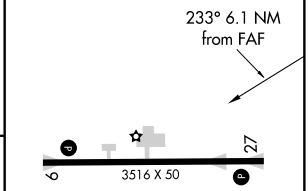
MISSED APPROACH: Climbing left turn to 2300 via UIN R-233 to MEENO/18 DME and hold.

| QUINCY ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 135.525 319.9 | 122.8 (CTAF) L |




ELEV 737




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1380-1<br>643 (700-1) | 1380-1¼<br>643 (700-1¼) | 1380-1½<br>643 (700-1½) | NA |

REIL Rwy 27
MIRL Rwy 9-27 L

MONROE CITY, MISSOURI

AL-6183 (FAA)

| VORTAC UIN | APP CRS | Rwy ldg | 3516 |
|---|---|---|---|
| 113.6 | 267° | TDZE | 737 |
| Chan 83 | | Apt Elev | 737 |

# VOR/DME RNAV RWY 27

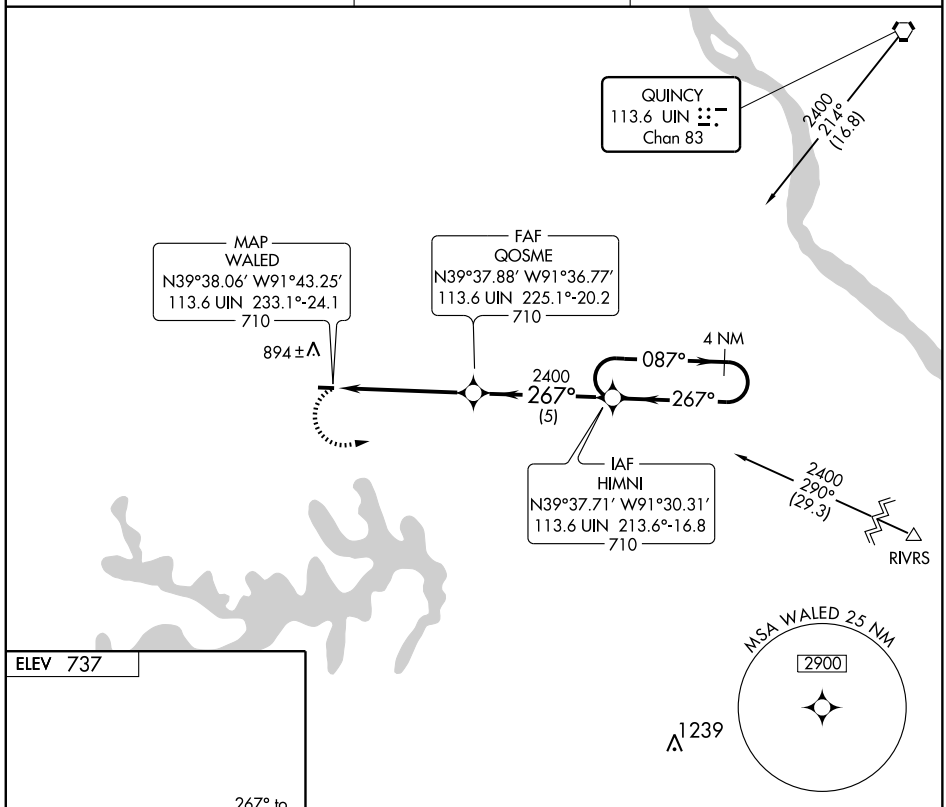
## MONROE CITY/CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

NA

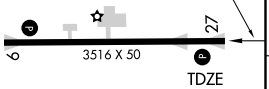
Use Quincy, IL altimeter setting.

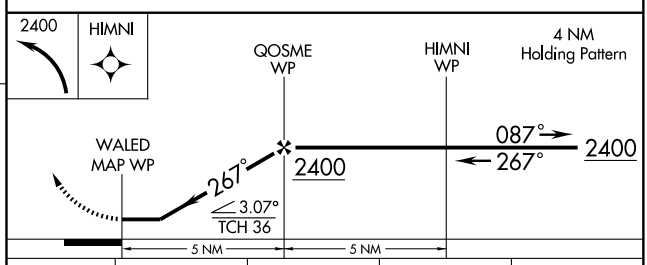
MISSED APPROACH: Climbing left turn to 2400 direct HIMNI WP and hold.

| QUINCY ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 121.425 | 135.525 319.9 | 122.8 (CTAF) L |




ELEV 737




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1280-1<br>543 (600-1) | 1280-1¼<br>543 (600-1¼) | 1280-1½<br>543 (600-1½) | NA |
| CIRCLING | 1380-1<br>643 (700-1) | 1380-1¼<br>643 (700-1¼) | 1380-1¾<br>643 (700-1¾) | NA |

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 50401 W18A | APP CRS 180° | Rwy ldg 3500<br>TDZE 675<br>Apt Elev 675 |
|---|---|---|

# RNAV (GPS) RWY 18

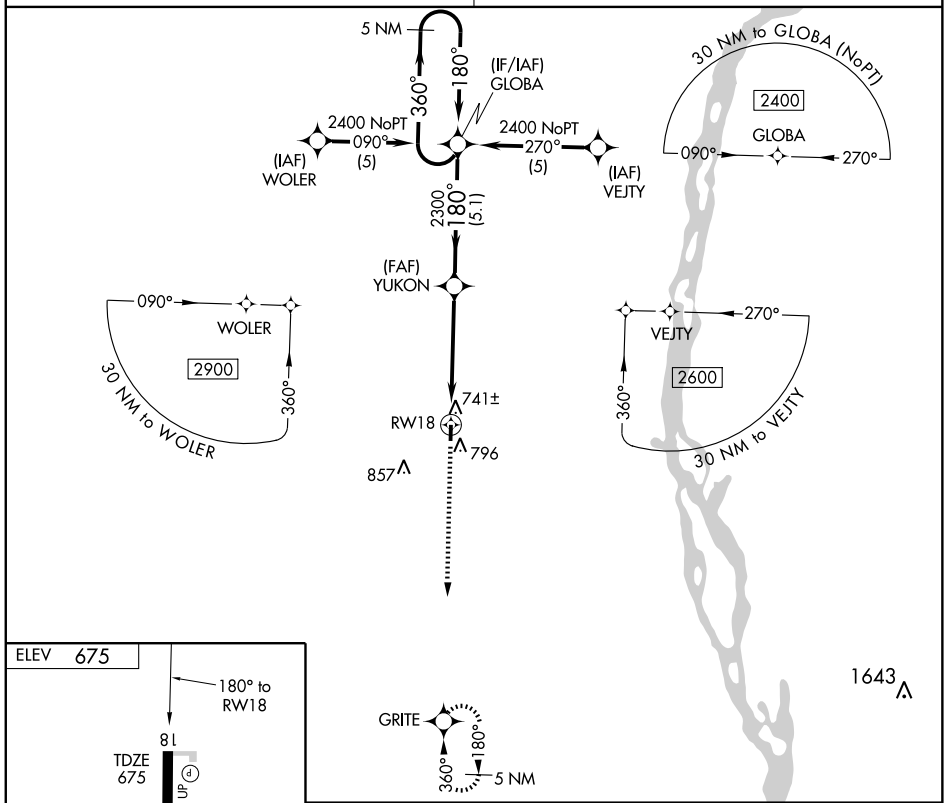
## MONTICELLO/ LEWIS COUNTY RGNL (6M6)

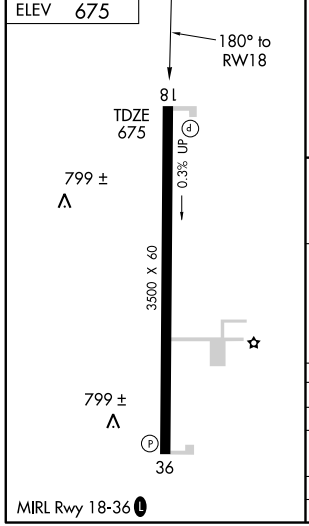
NA

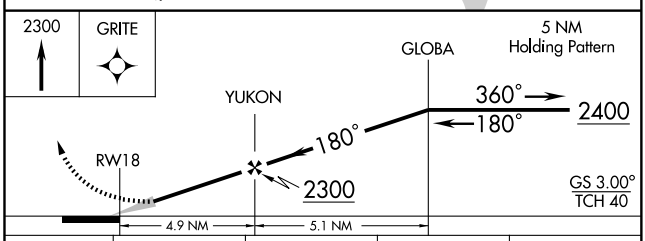
DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 2300 direct GRITE and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.525 319.9 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1035-1¼ | 360 (400-1¼) | NA | |
| LNAV/VNAV DA | 1082-1½ | 407 (500-1½) | NA | |
| LNAV MDA | 1120-1 | 445 (500-1) | NA | |
| CIRCLING | 1180-1 | 505 (600-1) | NA | |

| WAAS CH 97601 W36A | APP CRS 360° | Rwy ldg 3500<br>TDZE 675<br>Apt Elev 675 |
|---|---|---|

# RNAV (GPS) RWY 36

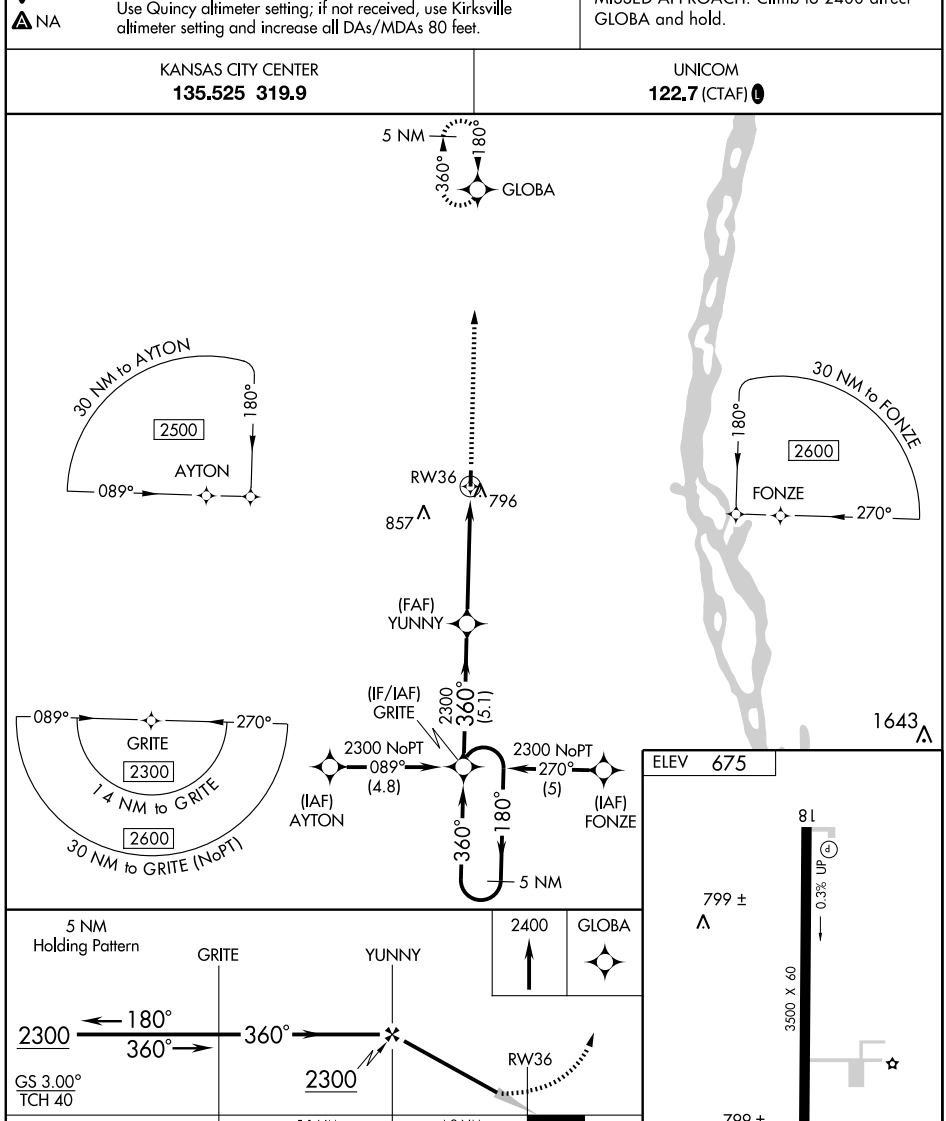
## MONTICELLO/ LEWIS COUNTY RGNL (6M6)

NA

DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 2400 direct GLOBA and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.525 319.9 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 996-1¼ | 321 (400-1¼) | NA | |
| LNAV/VNAV DA | 1137-1¾ | 462 (500-1¾) | NA | |
| LNAV MDA | 1120-1 | 445 (500-1) | NA | |
| CIRCLING | 1180-1 | 505 (600-1) | NA | |

| VORTAC UIN 113.6 Chan 83 | APP CRS 308° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 674 |
|---|---|---|

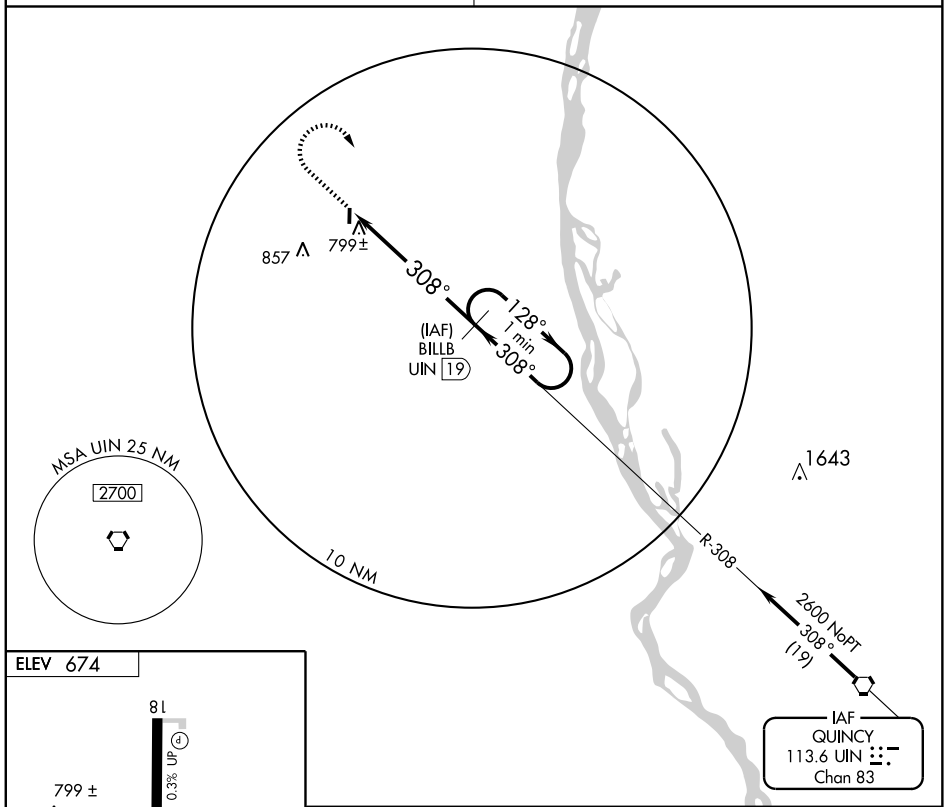
# VOR/DME-A

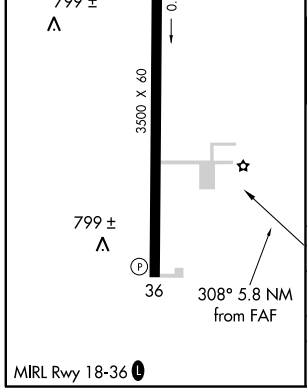
## MONTICELLO/ LEWIS COUNTY RGNL (6M6)

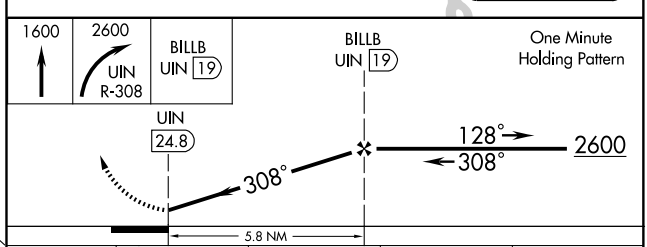
T ▲NA Use Quincy altimeter setting; when not received use Kirksville altimeter setting

MISSED APPROACH: Climb to 1600 then right turn to 2600 via UIN R-308 to BILLB/19 DME and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 135.525 319.9 | 122.7 (CTAF) L |



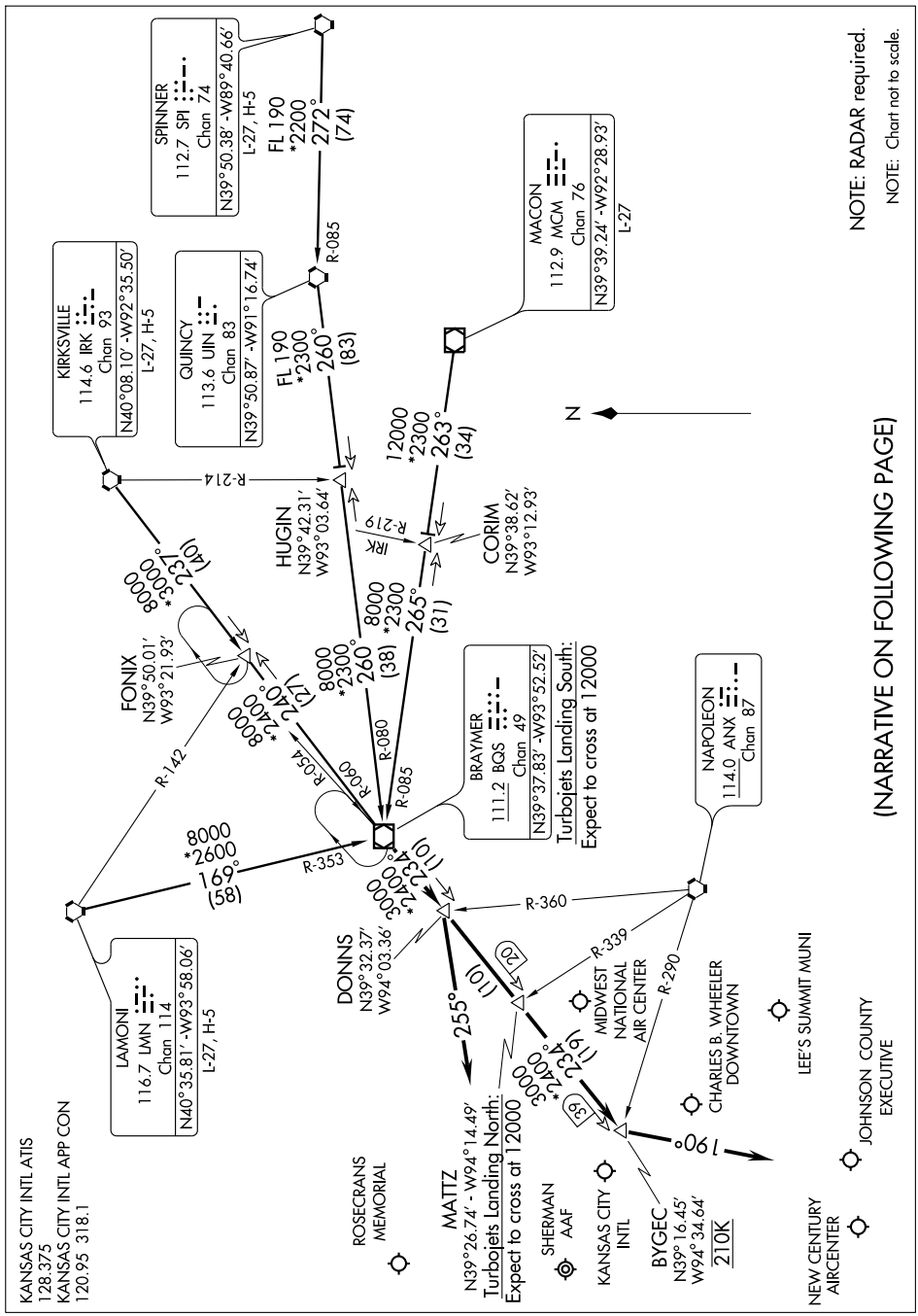

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1180-1<br>506 (600-1) | 1180-1¼<br>506 (600-1¼) | NA | |
| KIRKSVILLE ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1240-1<br>566 (600-1) | 1240-1¼<br>566 (600-1¼) | NA | |

MIRL Rwy 18-36 L

# BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-CUE | APP CRS | Rwy ldg | 5504 |
|---|---|---|---|
| 110.55 | 184° | TDZE | 777 |
| Chan 42 (Y) | | Apt Elev | 777 |

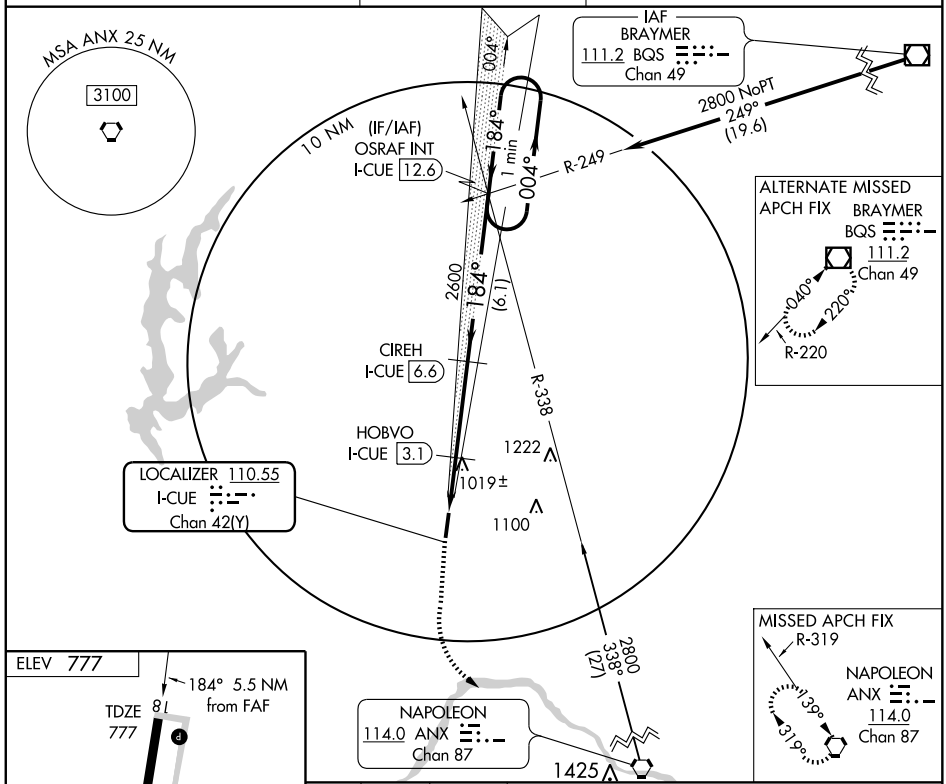
# ILS or LOC/DME RWY 18

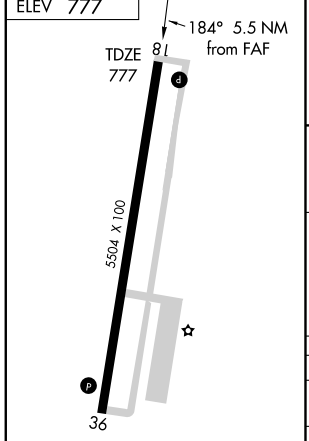
## MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

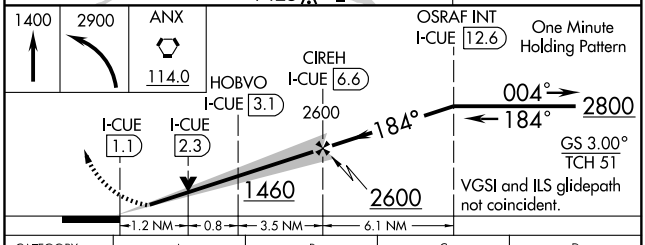
T A NA — Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities ¼ mile; increase all MDAs 80 feet, and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 | 118.2 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 977-¾ 200 (200-¾) | | | NA |
| S-LOC 18 | 1280-1 503 (600-1) | | 1280-1½ 503 (600-1½) | NA |
| CIRCLING | 1300-1 523 (600-1) | | 1320-1½ 543 (600-1½) | NA |

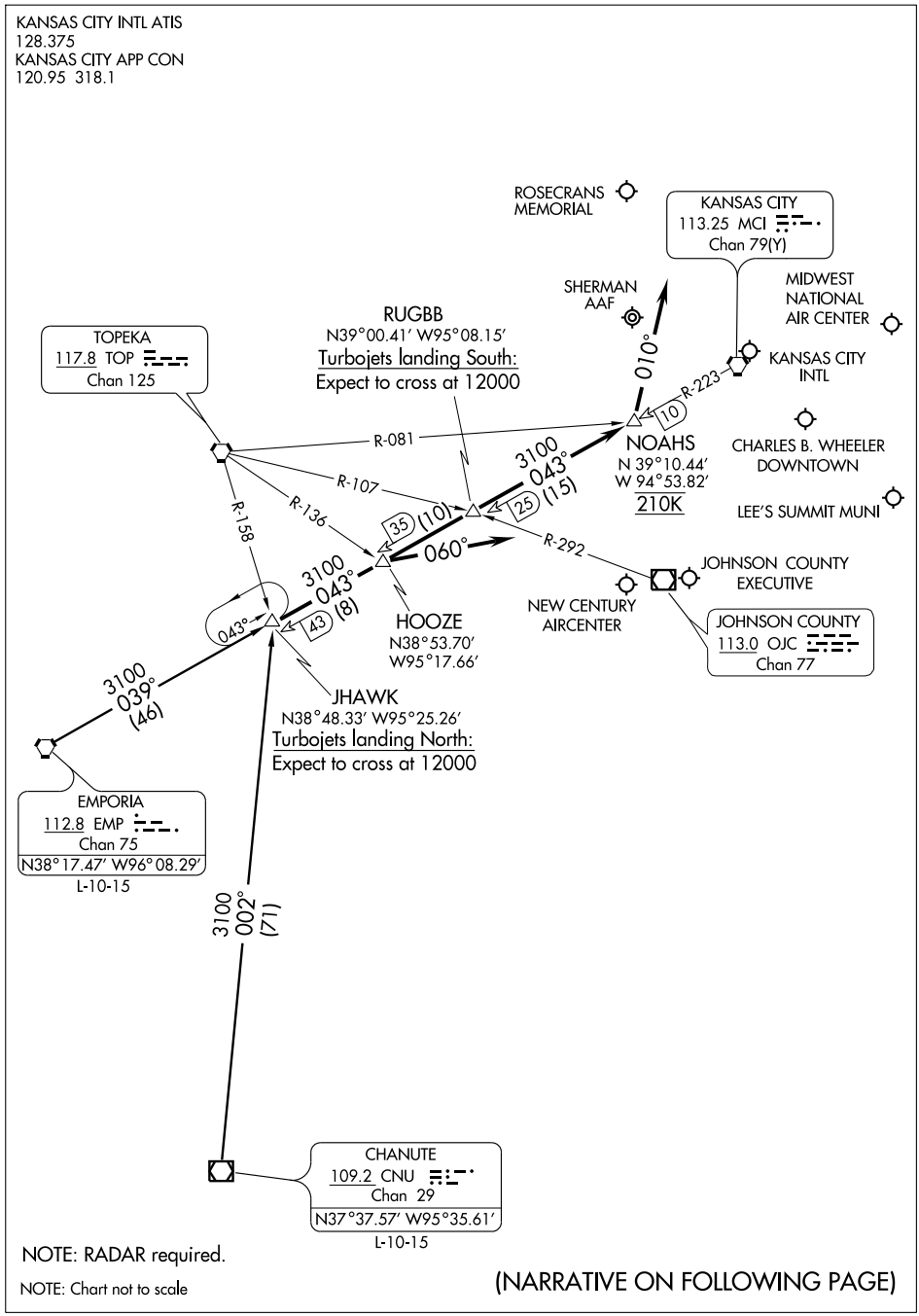
HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

# JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1




NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 70323 W18A | APP CRS 184° | Rwy ldg 5504<br>TDZE 777<br>Apt Elev 777 |
|---|---|---|

# RNAV (GPS) RWY 18

## MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

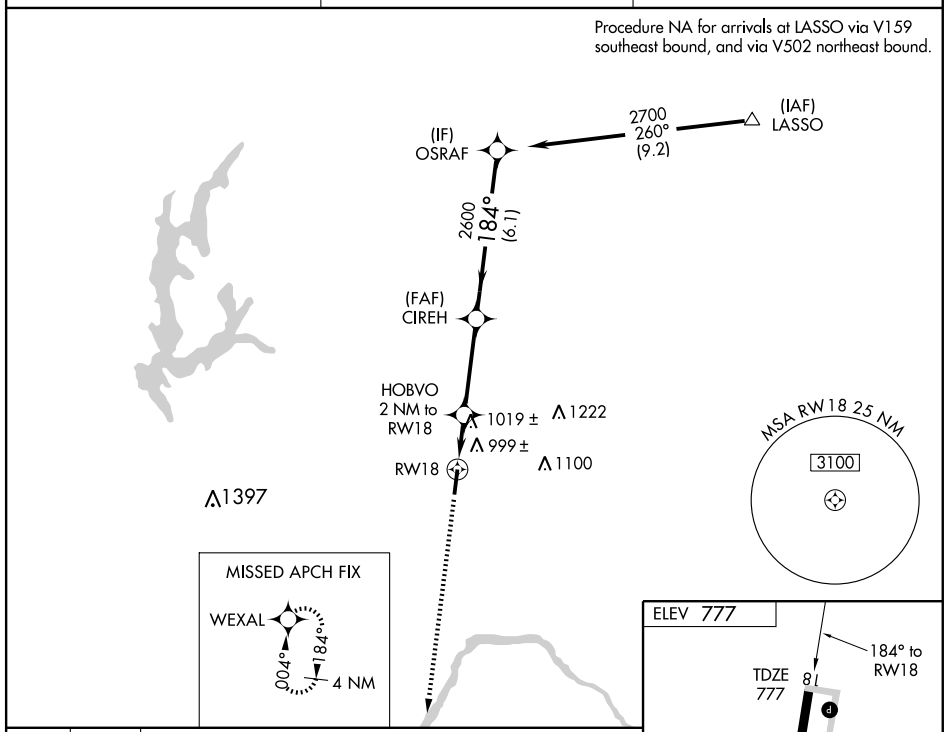
T NA

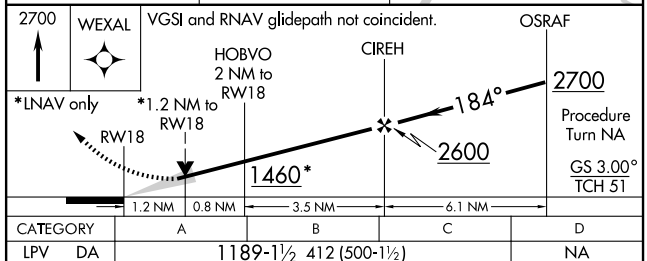
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.
Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.
Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2700 direct WEXAL and hold.

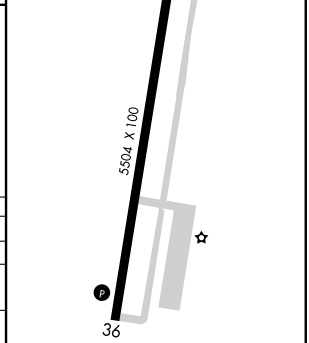
| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 | 118.2 | 122.7 (CTAF) L |

Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1189-1½ 412 (500-1½) | | | NA |
| LNAV/VNAV DA | 1324-2 547 (600-2) | | | NA |
| LNAV MDA | 1280-1 503 (600-1) | | 1280-1½ 503 (600-1½) | NA |
| CIRCLING | 1300-1 523 (600-1) | | 1320-1½ 543 (600-1½) | NA |




HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-3. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 86409 W36A | APP CRS 004° | Rwy ldg 5504<br>TDZE 776<br>Apt Elev 777 |
|---|---|---|

# RNAV (GPS) RWY 36

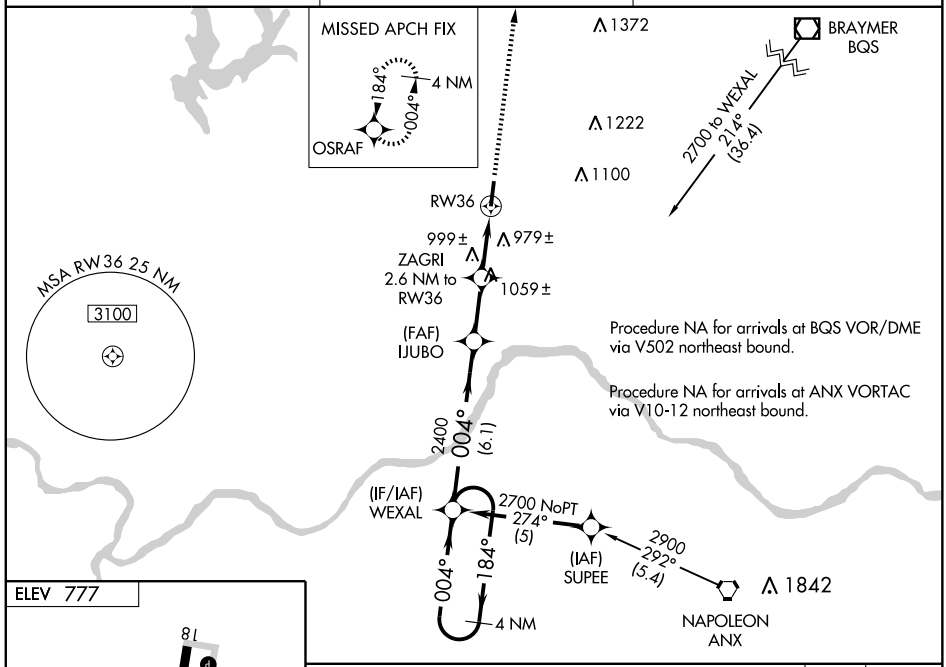
## MOSBY/ MIDWEST NATIONAL AIR CENTER (GPH)

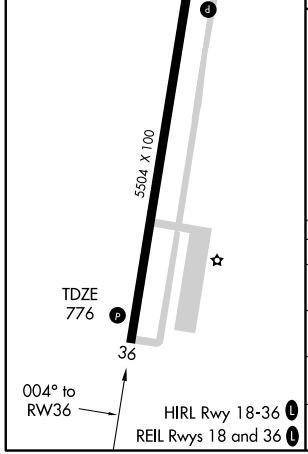
T
NA

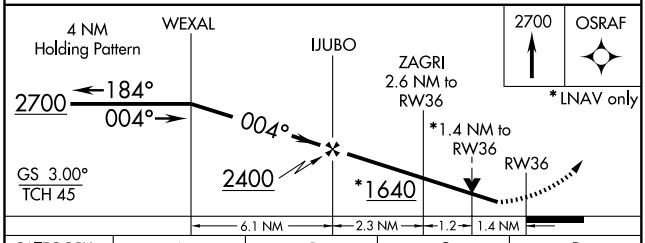
DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct OSRAF and hold.

| KANSAS CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 118.4 | 118.2 | 122.7 (CTAF) L |



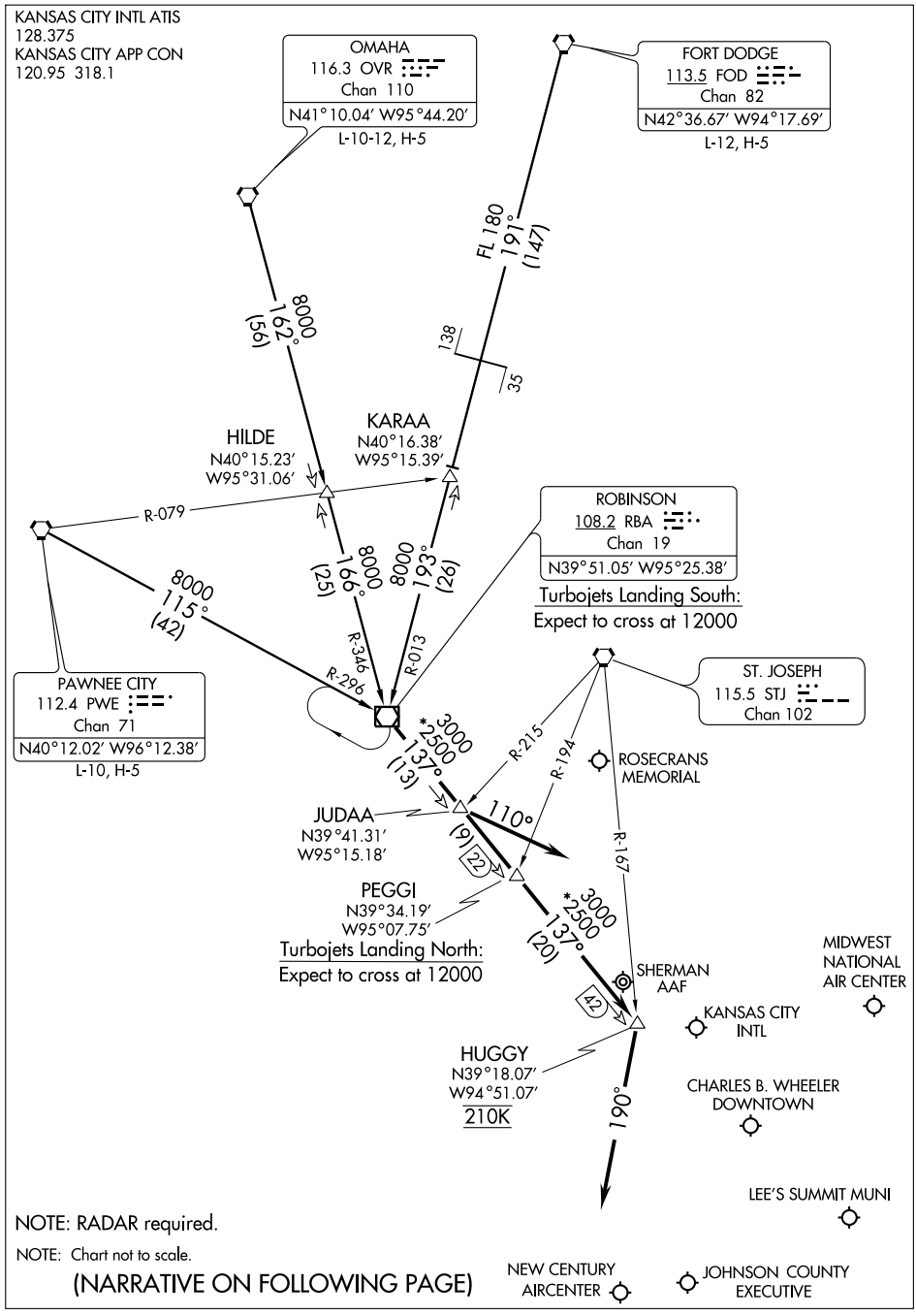

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1105-1¼ 329 (400-1¼) | | | NA |
| LNAV/ VNAV DA | 1341-2 565 (600-2) | | | NA |
| LNAV MDA | 1260-1 484 (500-1) | | 1260-1¼ 484 (500-1¼) | NA |
| CIRCLING | 1300-1 523 (600-1) | | 1320-1½ 543 (600-1½) | NA |

NC-3. 14 JAN 2010 to 11 FEB 2010

# ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

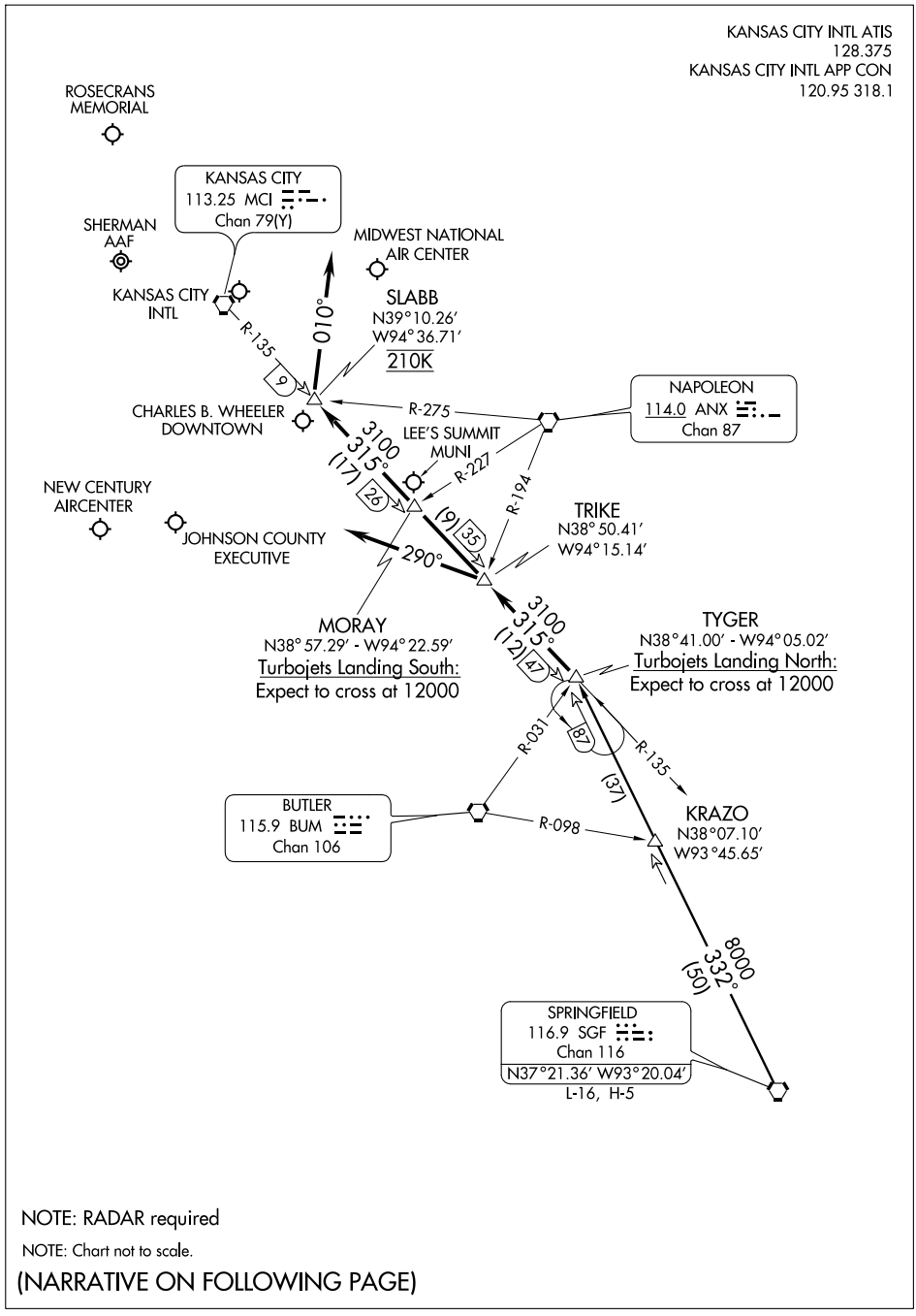
NC-3. 14 JAN 2010 to 11 FEB 2010

(TYGER.TYGER6) 08101

# TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

| VORTAC DGD 109.4 Chan 31 | APP CRS 072° | Rwy ldg 3590 TDZE 1476 Apt Elev 1476 |
|---|---|---|

# VOR/DME or GPS RWY 8

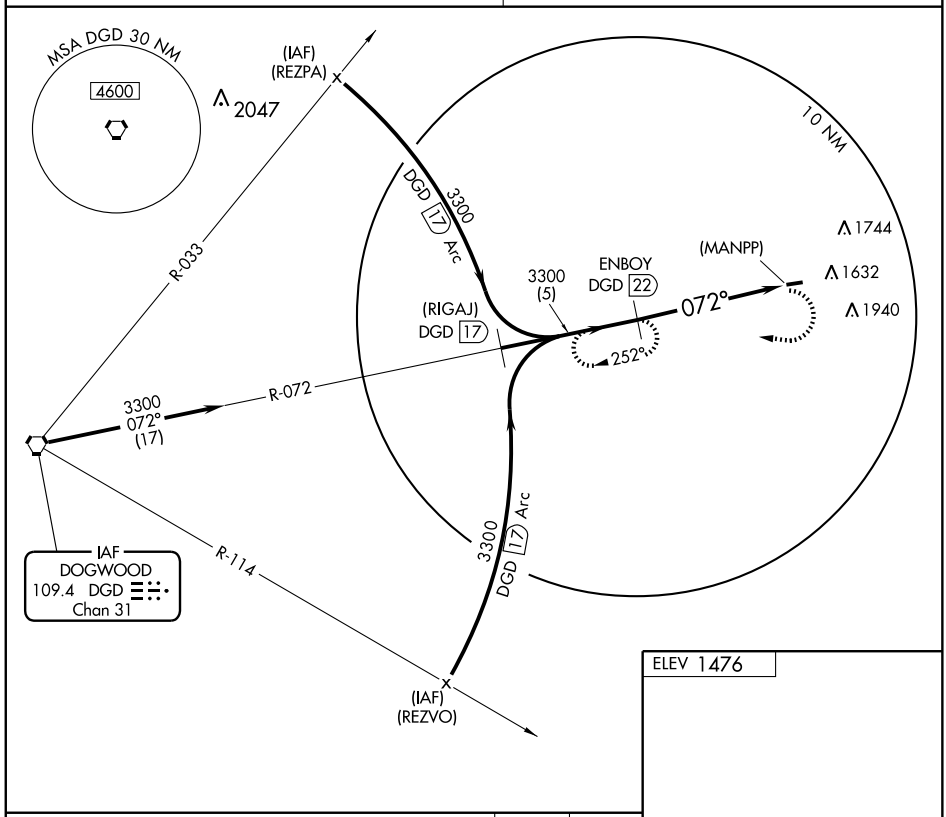
## MOUNTAIN GROVE MEMORIAL (1MO)

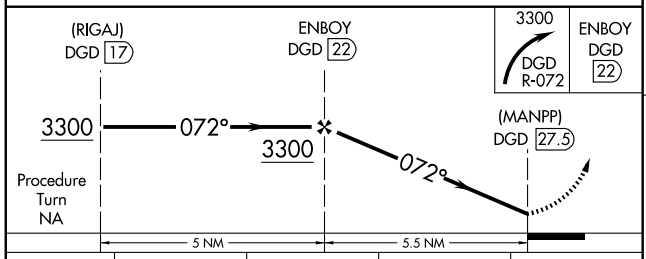
Use Forney AAF altimeter setting; when not available use Springfield altimeter setting and increase all MDAs 60 feet.

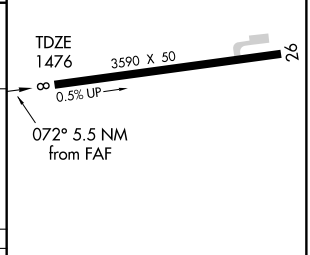
NA

MISSED APPROACH: Climbing right turn to 3300 via DGD R-072 to ENBOY 22 DME and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.35 284.67 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 2100-1 624 (700-1) | 2100-1¼ 624 (700-1¼) | NA | |
| CIRCLING | 2120-1 644 (700-1) | 2120-1¼ 644 (700-1¼) | NA | |

LIRL Rwy 8-26

NC-3, 14 JAN 2010 to 11 FEB 2010

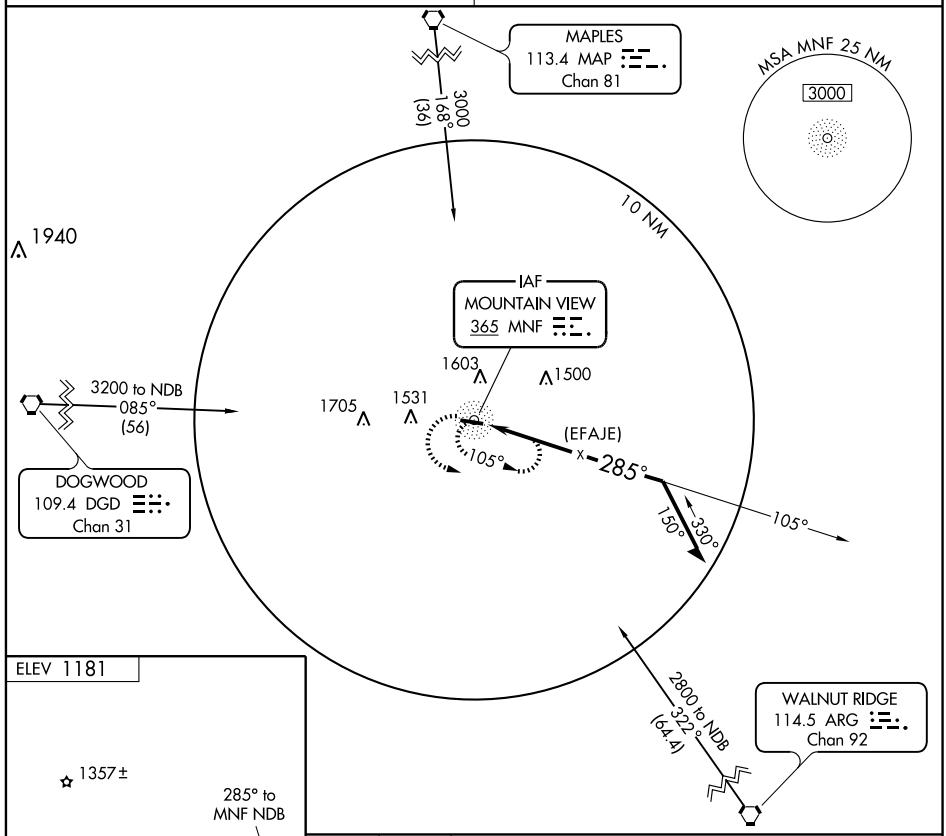
| NDB MNF | APP CRS | Rwy ldg | 5005 |
|---|---|---|---|
| 365 | 285° | TDZE | 1165 |
| | | Apt Elev | 1181 |

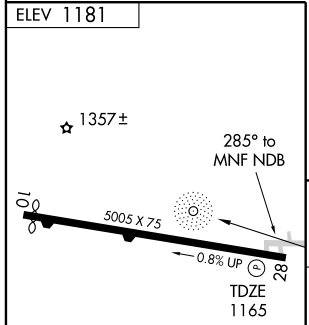
# NDB or GPS RWY 28
## MOUNTAIN VIEW (MNF)

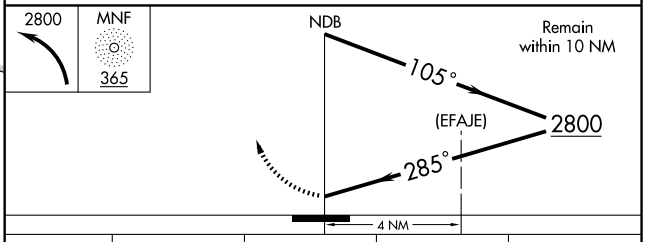
NA Use Forney AAF altimeter setting. When not available procedure NA.

MISSED APPROACH: Climbing left turn to 2800 in MNF NDB holding pattern.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 128.35 284.67 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2060-1¼ 895 (900-1¼) | | 2060-2¾ 895 (900-2¾) | 2060-3 895 (900-3) |
| CIRCLING | 2140-1¼ 971 (1000-1¼) | 2140-1½ 971 (1000-1½) | 2140-3 971 (1000-3) | |

MIRL Rwys 10-28

NC-3. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 99302 W01A | APP CRS 005° | Rwy ldg 5001<br>TDZE 1255<br>Apt Elev 1255 |
|---|---|---|

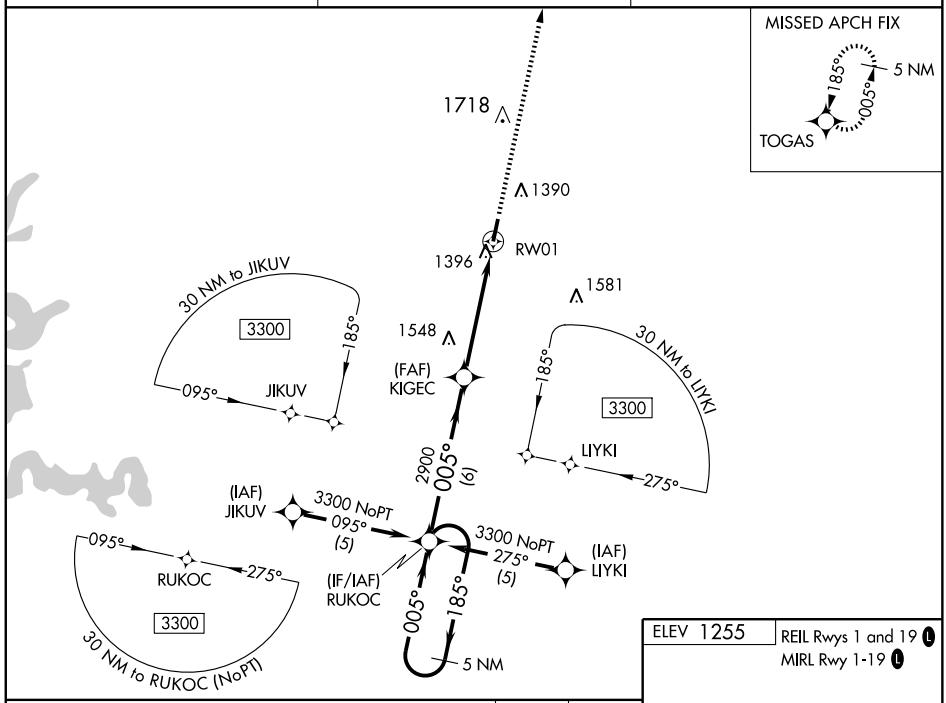
# RNAV (GPS) RWY 1
## NEOSHO HUGH ROBINSON (EOS)

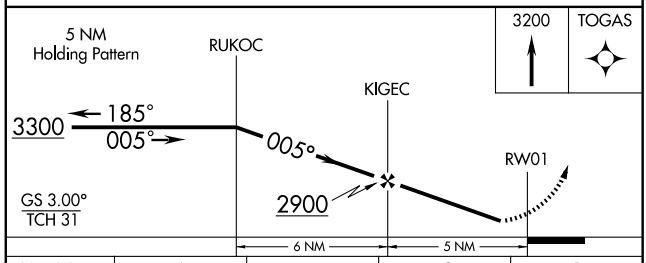
T
A NA

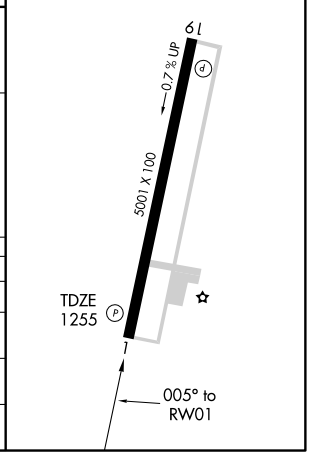
Baro-VNAV NA.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Joplin altimeter setting and increase all DA 15 feet/MDA 20 feet.

MISSED APPROACH: Climb to 3200 direct TOGAS and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 122.8 | 128.6 282.325 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1602-1¼ 347 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1719-1¾ 464 (500-1¾) | | | NA |
| LNAV MDA | 1880-1 625 (700-1) | | 1880-1¾ 625 (700-1¾) | NA |
| CIRCLING | 1880-1 625 (700-1) | | 1880-1¾ 625 (700-1¾) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

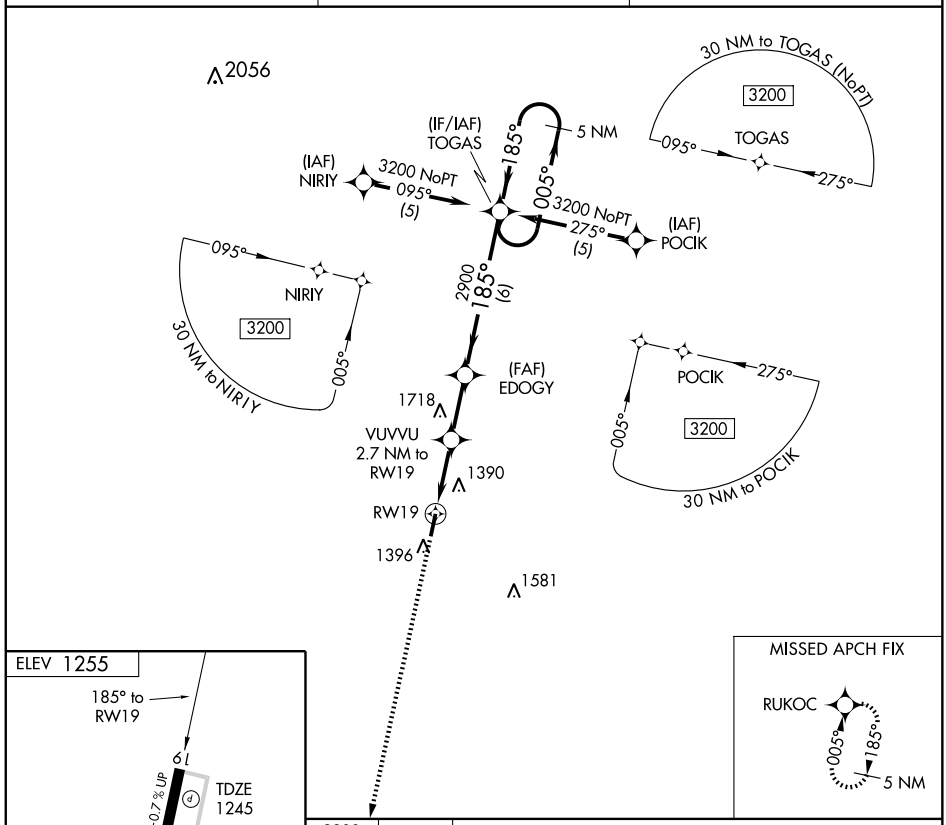
| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 185° | TDZE | 1245 |
| | Apt Elev | 1255 |

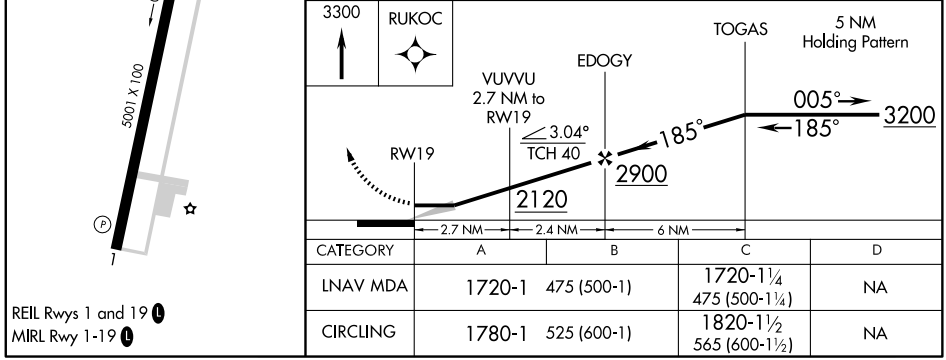
# RNAV (GPS) RWY 19
## NEOSHO HUGH ROBINSON (EOS)

DME/DME RNP-0.3 NA.
NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3300 direct RUKOC and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 122.8 | 128.6 282.325 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1720-1 475 (500-1) | | 1720-1¼ 475 (500-1¼) | NA |
| CIRCLING | 1780-1 525 (600-1) | | 1820-1½ 565 (600-1½) | NA |

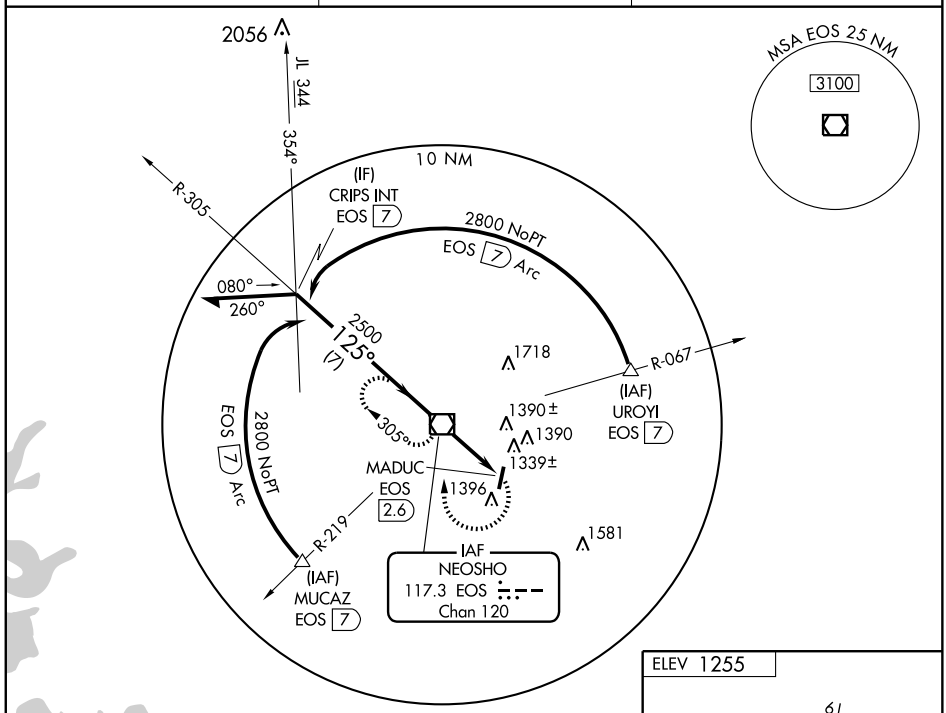
| VOR/DME EOS 117.3 Chan 120 | APP CRS 125° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1255 |
|---|---|---|

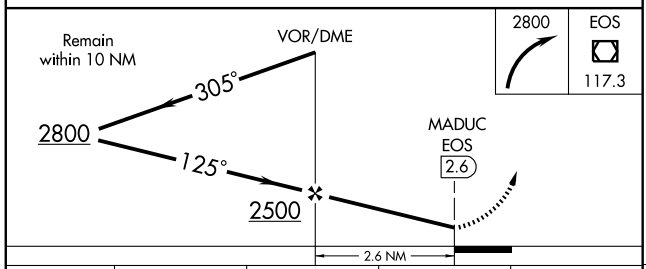
# VOR-A
## NEOSHO HUGH ROBINSON (EOS)

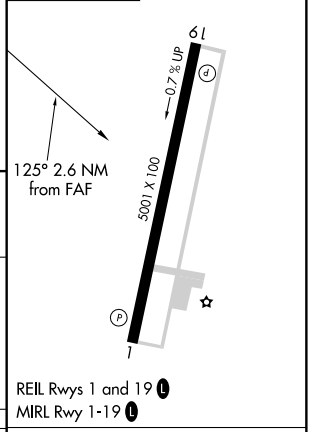
When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2800 direct EOS VOR/DME and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 122.8 | 128.6 282.325 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1780-1 525 (600-1) | | 1820-1½ 565 (600-1½) | NA |

| FAF to MAP 2.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

| NDB EAD 209 | APP CRS 210° | Rwy ldg 5000<br>TDZE 882<br>Apt Elev 892 |
|---|---|---|

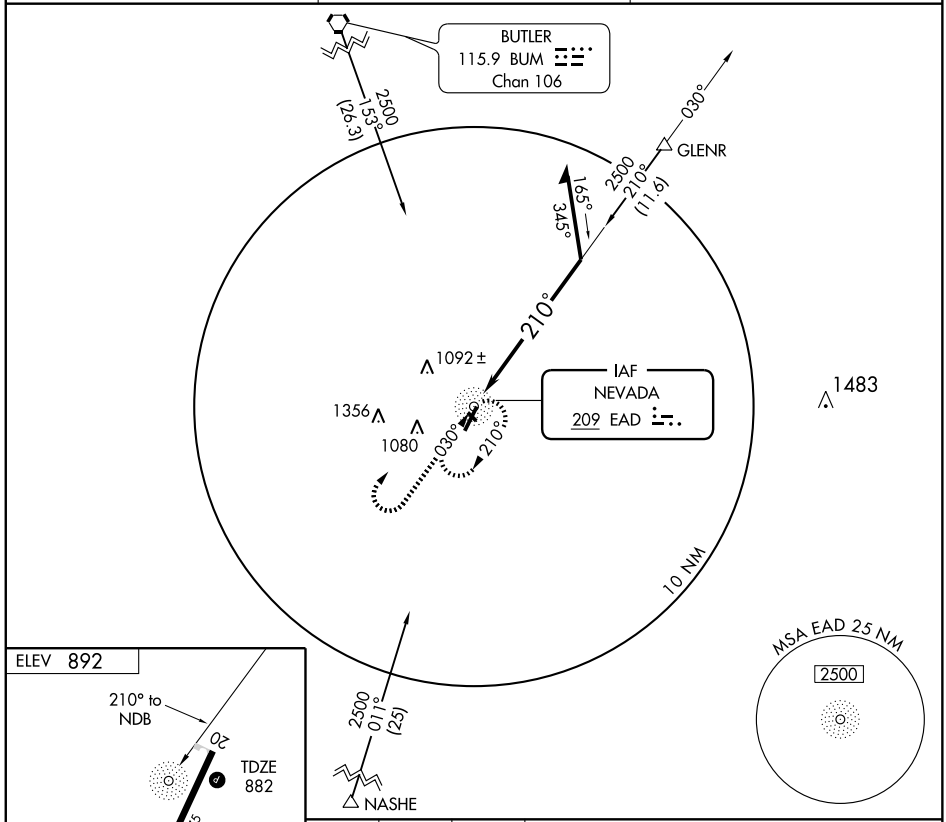
# NDB RWY 20
## NEVADA MUNI (NVD)

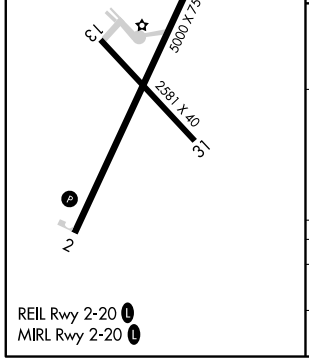
NA

Use Joplin Regional altimeter setting.

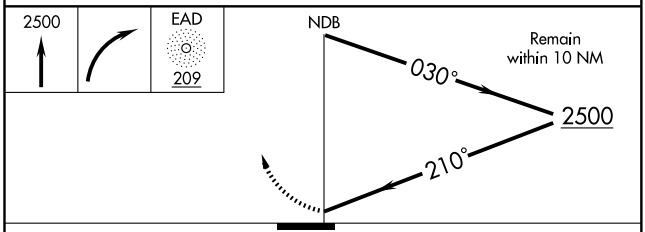
MISSED APPROACH: Climb to 2500 then right turn direct EAD NDB and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.175 | 125.55 327.0 | 122.8 (CTAF) L |




REIL Rwy 2-20 L
MIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1800-1¼ | 918 (1000-1¼) | 1800-2¾<br>918 (1000-2¾) | 1800-3<br>918 (1000-3) |
| CIRCLING | 1800-1¼ | 908 (1000-1¼) | 1800-2¾<br>908 (1000-2¾) | 1800-3<br>908 (1000-3) |

| VORTAC BUM 115.9 Chan 106 | APP CRS 154° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 892 |
|---|---|---|

# VOR/DME or GPS-A

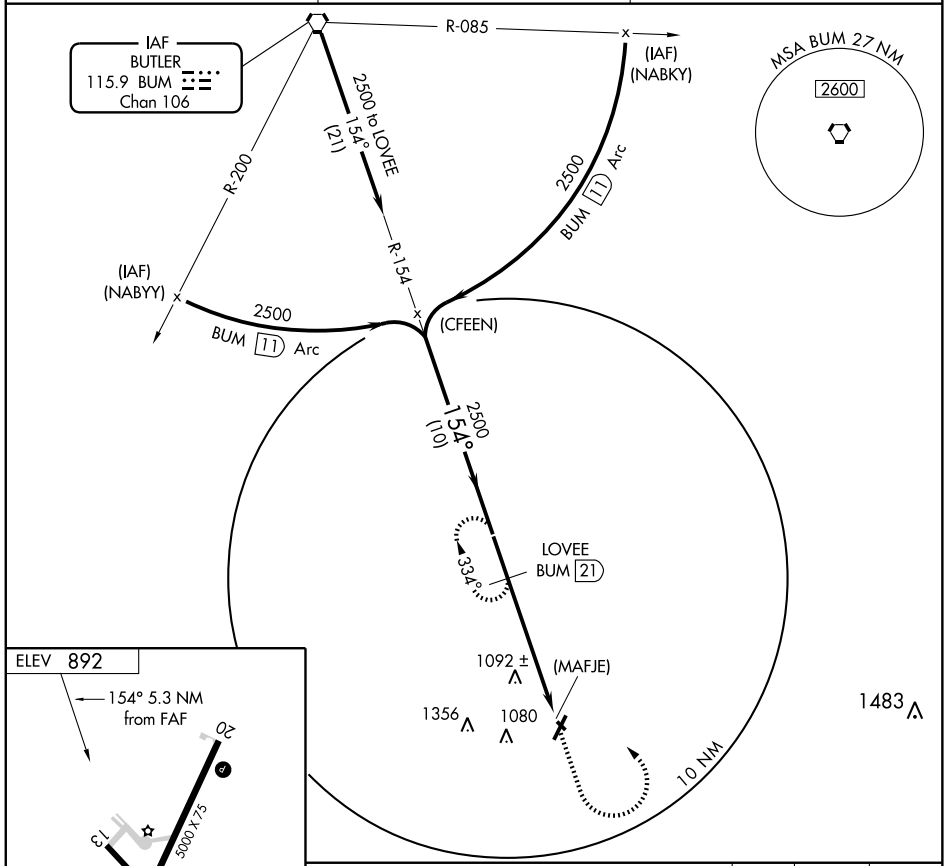
## NEVADA MUNI (NVD)

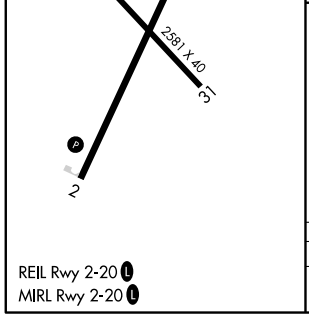
NA

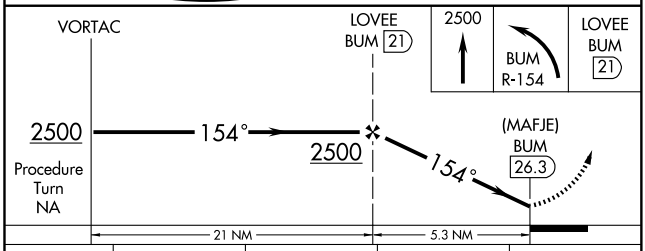
Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via BUM VORTAC R-154 to LOVEE 21 DME and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.175 | 125.55 327.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1560-1<br>668 (700-1) | 1560-1¼<br>668 (700-1¼) | 1580-2<br>688 (700-2) | 1580-2¼<br>688 (700-2¼) |

REIL Rwy 2-20 L

MIRL Rwy 2-20 L

NC-3, 14 JAN 2010 to 11 FEB 2010

NEVADA, MISSOURI

AL-5831 (FAA)

| VORTAC BUM 115.9 Chan 106 | APP CRS 200° | Rwy ldg 5000<br>TDZE 882<br>Apt Elev 892 |
|---|---|---|

# VOR/DME RNAV or GPS RWY 20

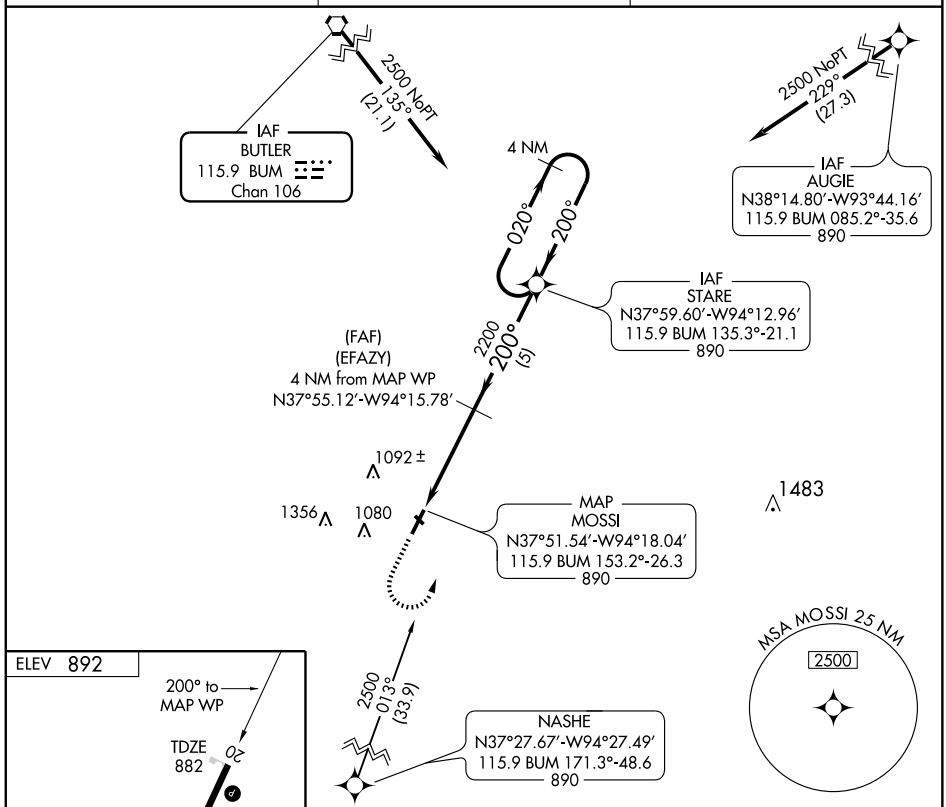
NEVADA MUNI (NVD)

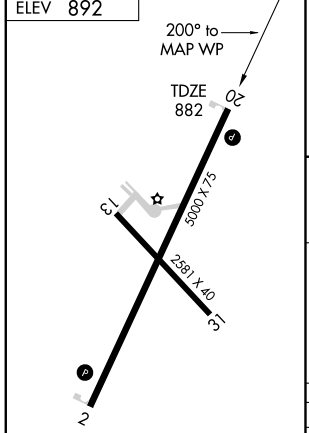
NA

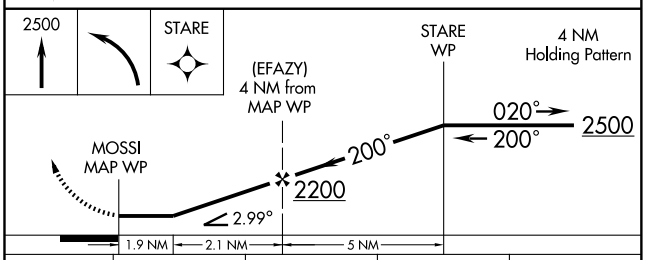
Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn direct STARE WP and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.175 | 125.55 327.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1540-1<br>658 (700-1) | 1540-1¼<br>658 (700-1¼) | 1540-1¾<br>658 (700-1¾) | 1540-2<br>658 (700-2) |
| CIRCLING | 1540-1<br>648 (700-1) | 1540-1¼<br>648 (700-1¼) | 1580-2<br>688 (700-2) | 1580-2¼<br>688 (700-2¼) |

REIL Rwy 2-20 L

MIRL Rwy 2-20 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 82114 W18A | APP CRS 180° | Rwy ldg 3200<br>TDZE 295<br>Apt Elev 296 |
|---|---|---|

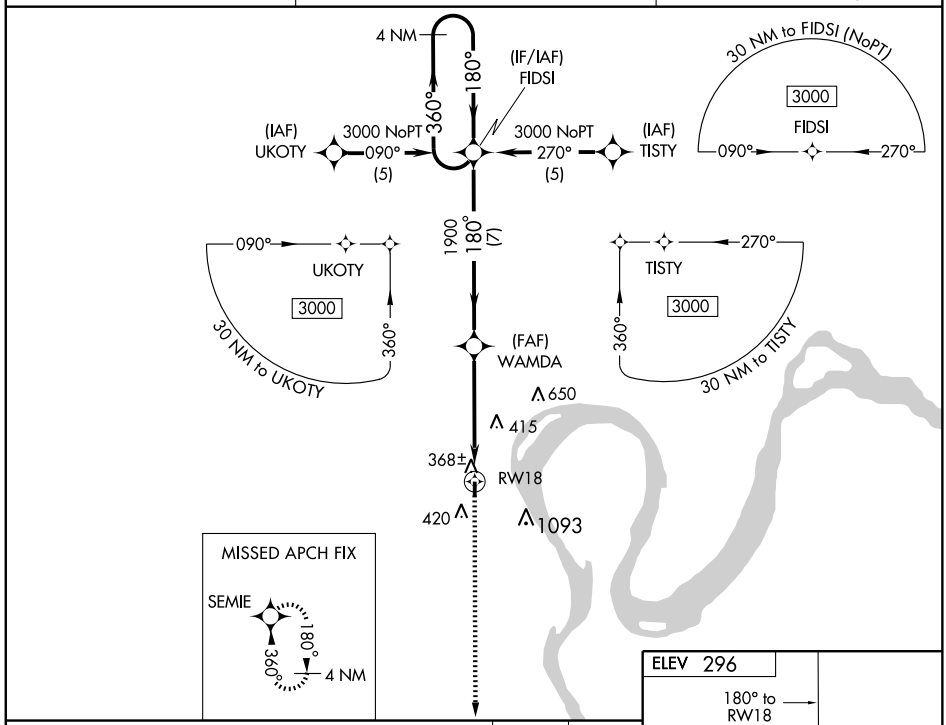
# RNAV (GPS) RWY 18

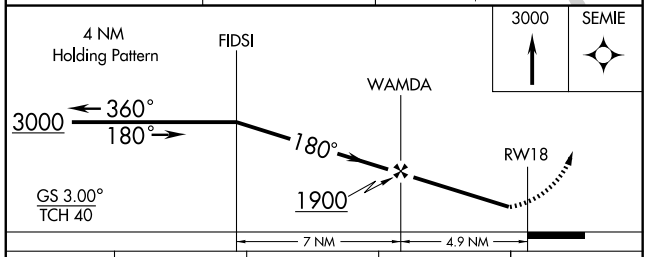
## NEW MADRID/COUNTY MEMORIAL (EIW)

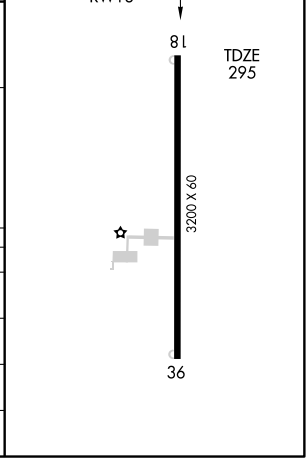
Circling to Rwy 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct SEMIE and hold.

| DYERSBURG AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 628-1¼ | 333 (400-1¼) | NA | |
| LNAV/VNAV DA | 1016-2½ | 721 (800-2½) | NA | |
| LNAV MDA | 800-1 | 505 (600-1) | NA | |
| CIRCLING | 860-1 | 564 (600-1) | NA | |

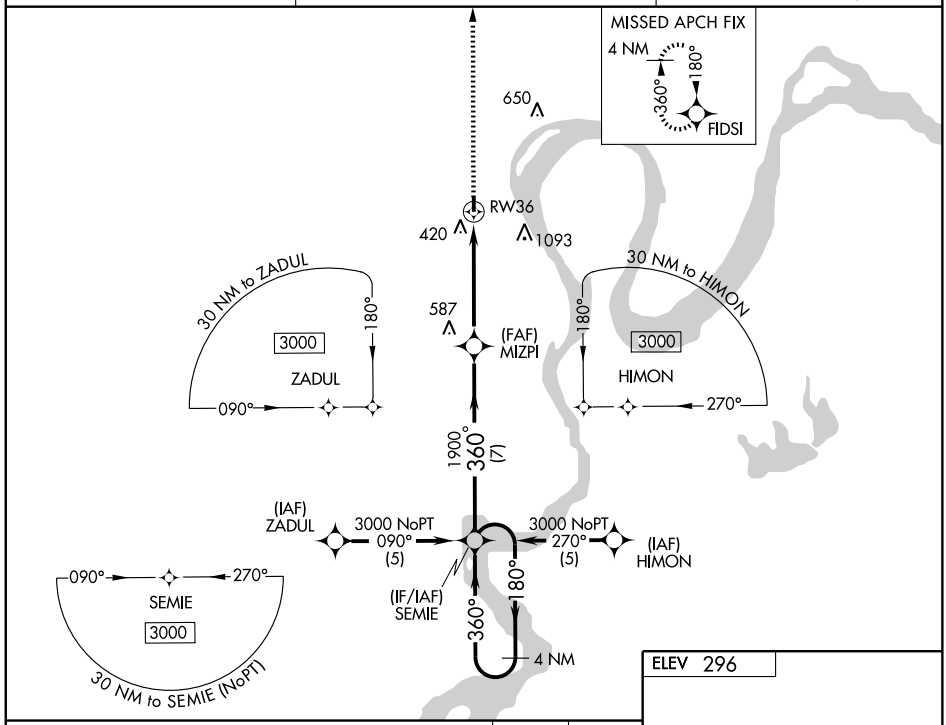
| WAAS CH 56414 W36A | APP CRS 360° | Rwy ldg 3200<br>TDZE 296<br>Apt Elev 296 |
|---|---|---|

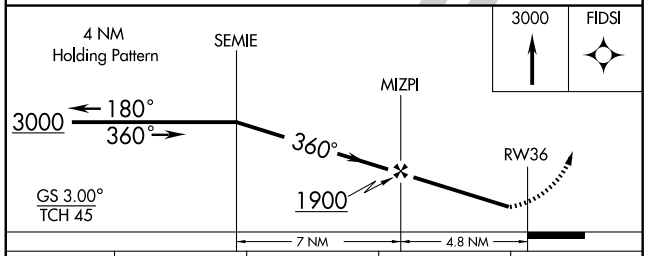
# RNAV (GPS) RWY 36
## NEW MADRID/COUNTY MEMORIAL (EIW)

T NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet. Straight-in/Circling to Rwy 36 NA at night.

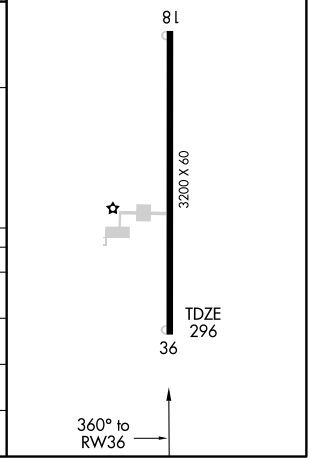
MISSED APPROACH: Climb to 3000 direct FIDSI and hold.

| DYERSBURG AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.65 292.15 | 122.8 (CTAF) L |




ELEV 296




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 668-1¼ | 372 (400-1¼) | NA | |
| LNAV/VNAV DA | 900-2¼ | 604 (700-2¼) | NA | |
| LNAV MDA | 820-1 | 524 (600-1) | NA | |
| CIRCLING | 860-1 | 564 (600-1) | NA | |

| VORTAC MAW | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.2 | 091° | TDZE | N/A |
| Chan 49 | | Apt Elev | 296 |

# VOR/DME-A

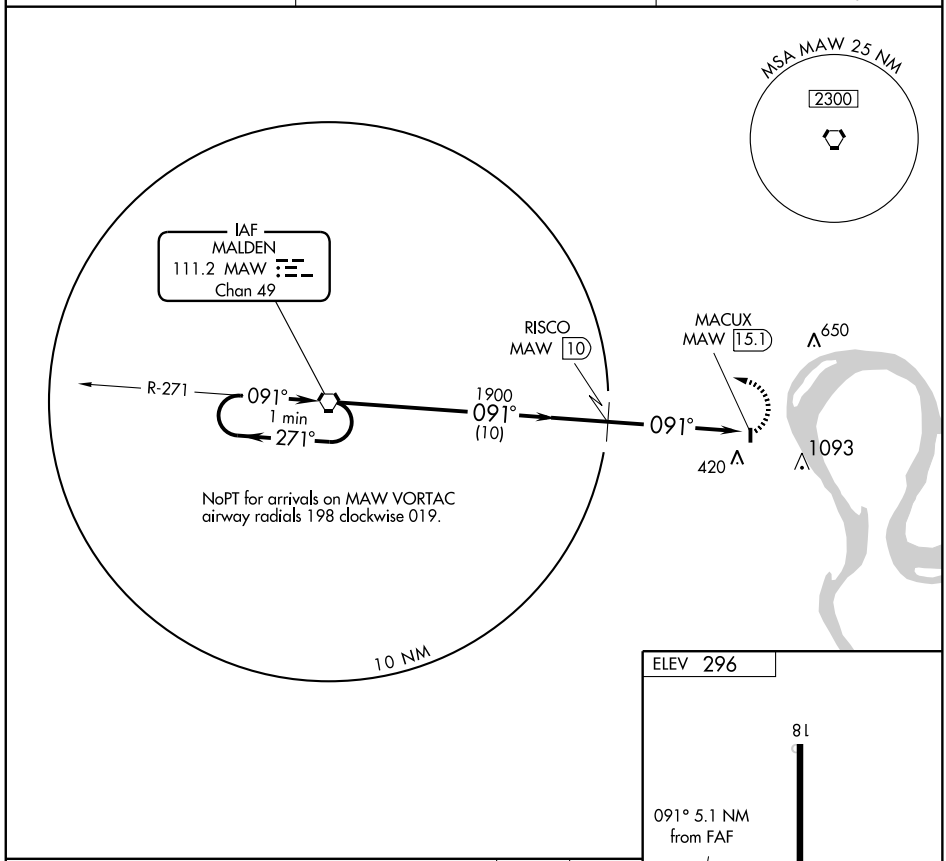
## NEW MADRID/COUNTY MEMORIAL (EIW)

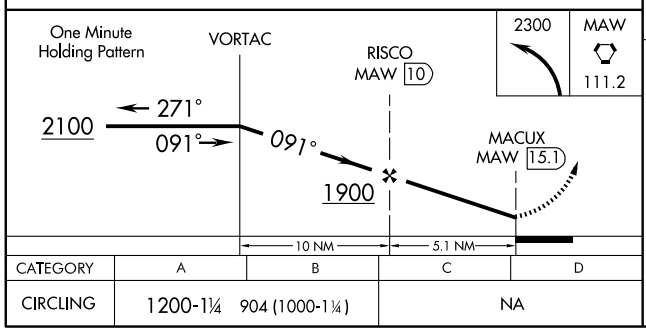
Circling to Rwy 36 NA at night. Use Dyersburg altimeter setting; when not received use Cairo altimeter setting and increase all MDA 20 feet.

NA

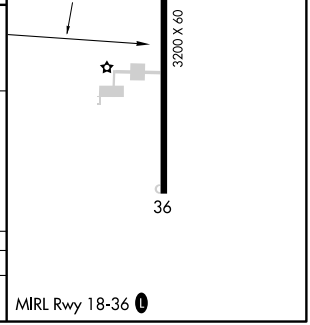
MISSED APPROACH: Climbing left turn to 2300 direct MAW VORTAC and hold.

| DYERSBURG AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1200-1¼ 904 (1000-1¼) | | NA | |



| APP CRS | Rwy ldg | 3205 |
|---|---|---|
| 140° | TDZE | 875 |
| | Apt Elev | 875 |

# RNAV (GPS) RWY 14

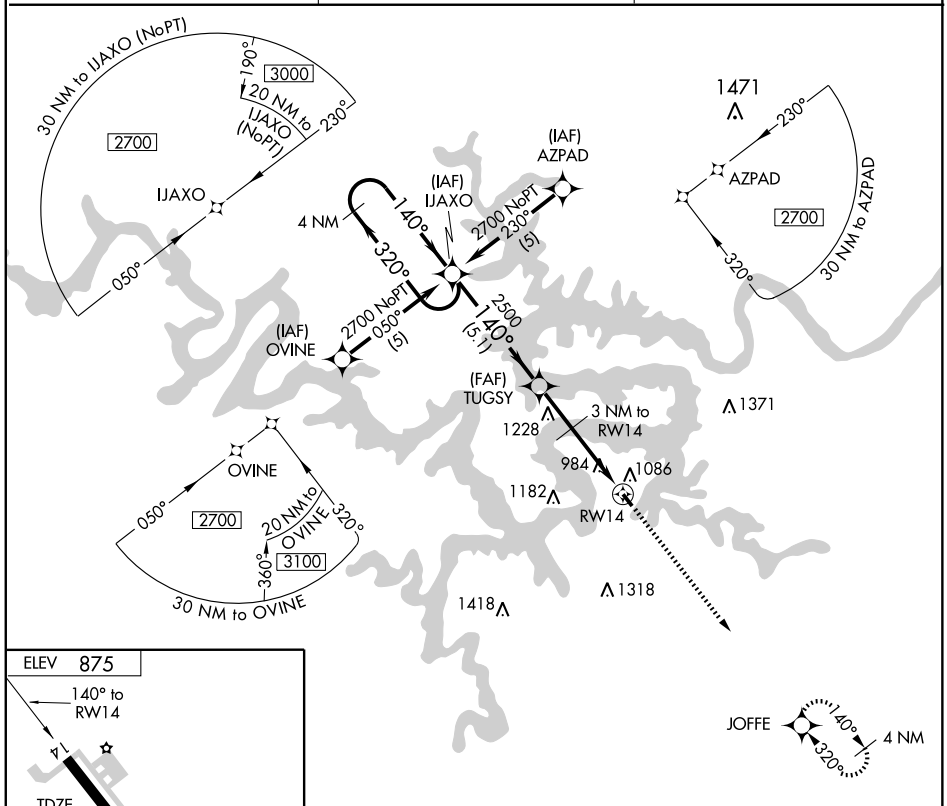
## OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

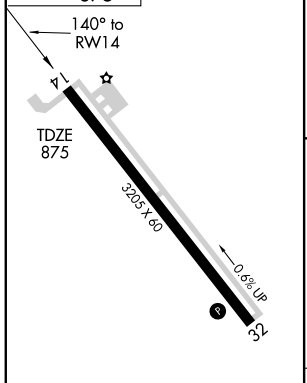
T NA

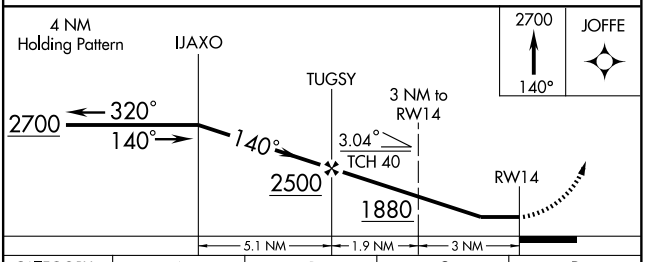
Use Lee C. Fine Memorial altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 140° course to JOFFE WP and hold.

| KAISER (LAKE OZARK) AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 525 (600-1) | | NA | |
| CIRCLING | 1460-1 585 (600-1) | | NA | |

MIRL Rwy 14-32 L

| APP CRS | Rwy ldg | 3205 |
|---|---|---|
| 320° | TDZE | 875 |
| | Apt Elev | 875 |

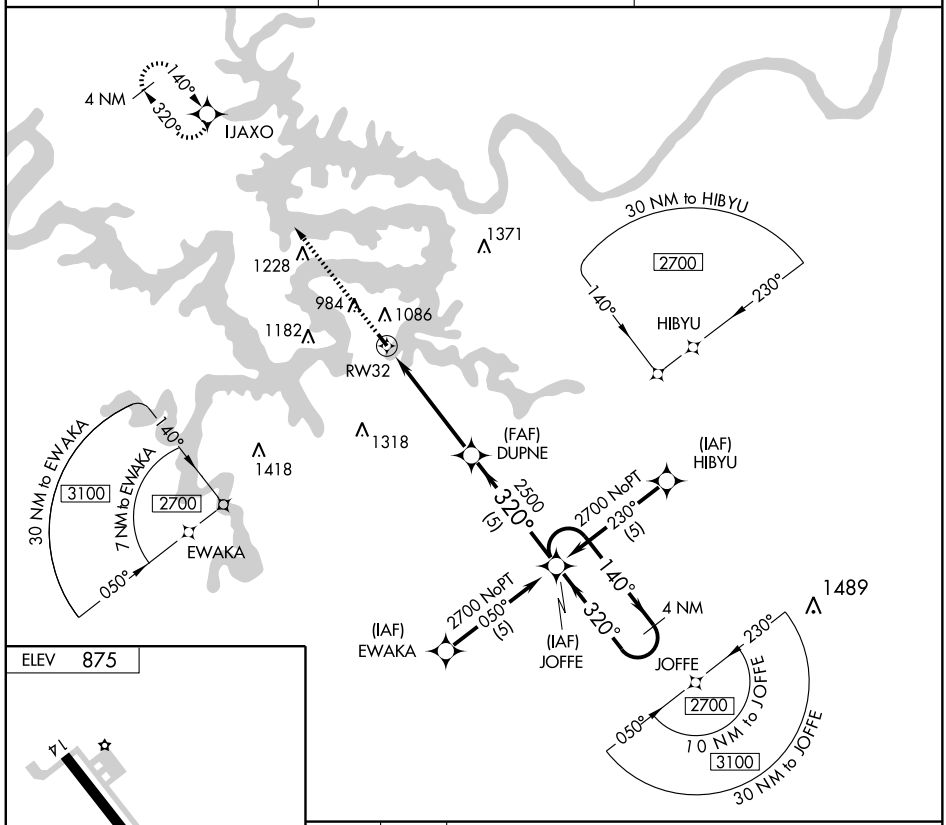
# RNAV (GPS) RWY 32

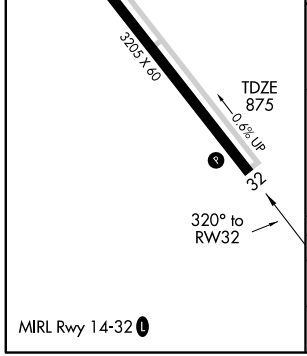
## OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

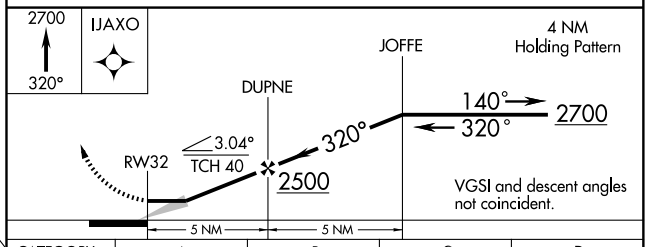
Use Lee C. Fine Memorial altimeter setting.
NA
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 320° course to IJAXO WP and hold.

| KAISER (LAKE OZARK) AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 485 (500-1) | | NA | |
| CIRCLING | 1460-1 585 (600-1) | | NA | |

| VOR/DME SHY | APP CRS | Rwy ldg | 3205 |
|---|---|---|---|
| 108.4 | 313° | TDZE | 875 |
| Chan 21 | | Apt Elev | 875 |

# VOR RWY 32

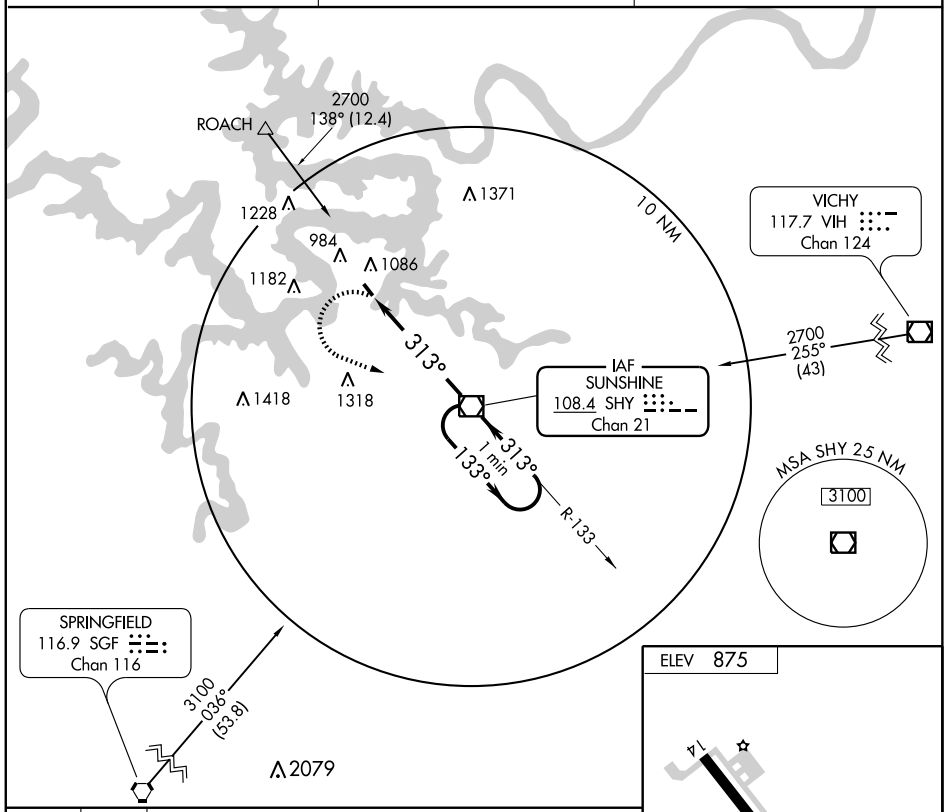
## OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

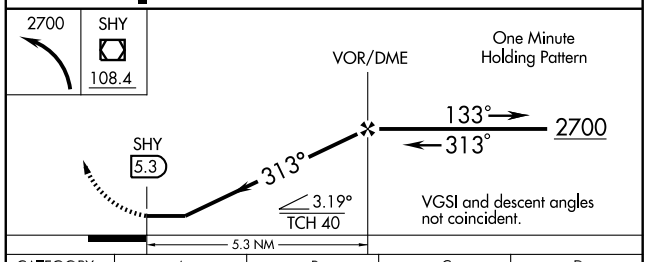
NA

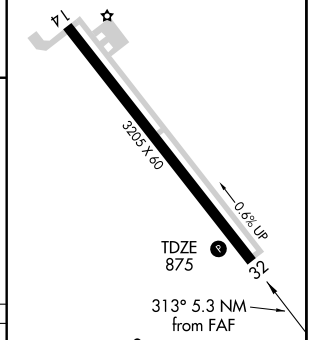
Use Lee C. Fine Memorial altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct SHY VOR/DME and hold.

| KAISER (LAKE OZARK) AWOS-3 | MIZZU APP CON | UNICOM |
|---|---|---|
| 135.325 | 124.1 353.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1320-1 445 (500-1) | | NA | |
| CIRCLING | 1460-1 585 (600-1) | | NA | |

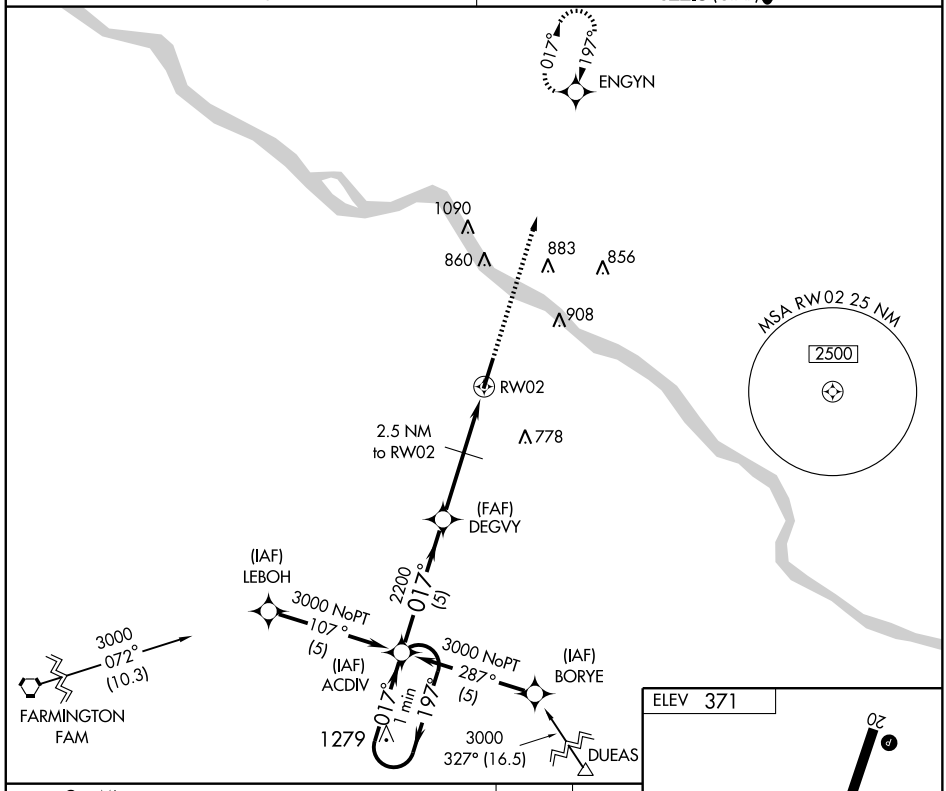
| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

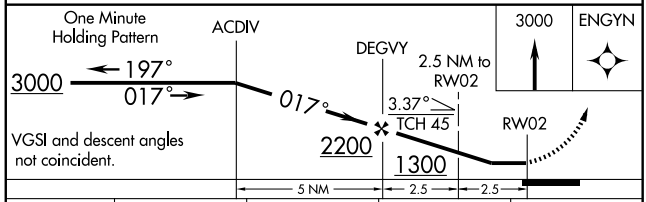
NC-3. 14 JAN 2010 to 11 FEB 2010

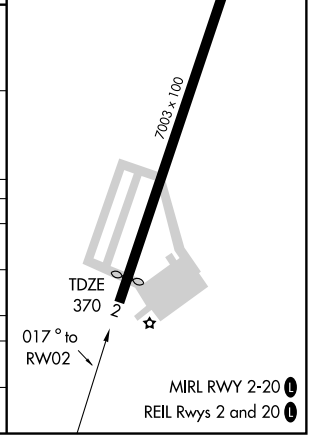
| APP CRS | Rwy ldg | 6483 |
|---|---|---|
| 017° | TDZE | 370 |
| | Apt Elev | 371 |

# GPS RWY 2
## PERRYVILLE MUNI (KØ2)

| | |
|---|---|
| NA Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting. | MISSED APPROACH: Climb to 3000 direct ENGYN WP and hold. |
| KANSAS CITY CENTER **127.47 291.7** | UNICOM **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 980-1 610 (700-1) | | 980-1¾ 610 (700-1¾) | 980-2 610 (700-2) |
| CIRCLING | 980-1 609 (700-1) | | 1020-1¾ 649 (700-1¾) | 1020-2 649 (700-2) |
| CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS | | | | |
| S-2 | 1080-1 710 (800-1) | | 1080-2 710 (800-2) | 1080-2¼ 710 (800-2¼) |
| CIRCLING | 1080-1 709 (800-1) | | 1120-2¼ 749 (800-2¼) | 1120-2½ 749 (800-2½) |

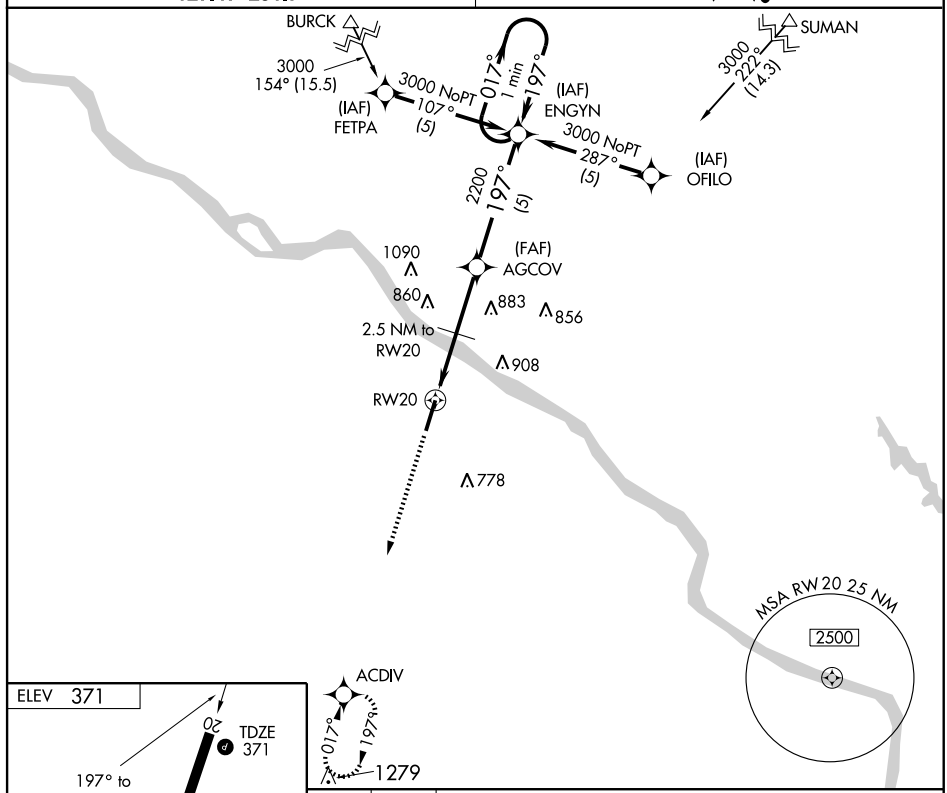
| APP CRS | Rwy ldg | 7003 |
|---|---|---|
| 197° | TDZE | 371 |
| | Apt Elev | 371 |

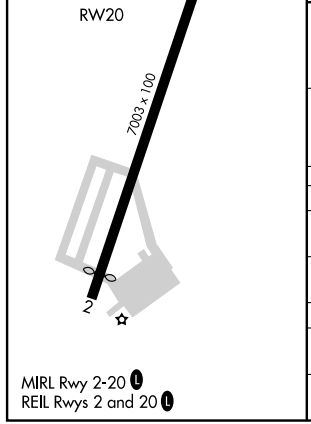
# GPS RWY 20
## PERRYVILLE MUNI (KØ2)

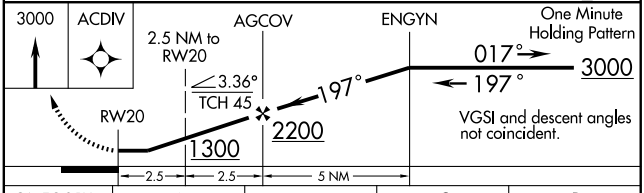
NA Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 127.47 291.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 980-1 609 (700-1) | | 980-1¾ 609 (700-1¾) | 980-2 609 (700-2) |
| CIRCLING | 980-1 609 (700-1) | | 1020-1¾ 649 (700-1¾) | 1020-2 649 (700-2) |
| CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS | | | | |
| S-20 | 1080-1 709 (800-1) | | 1080-2 709 (800-2) | 1080-2¼ 709 (800-2¼) |
| CIRCLING | 1080-1 709 (800-1) | | 1120-2¼ 749 (800-2¼) | 1120-2½ 749 (800-2½) |

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC FAM 115.7 Chan 104 | APP CRS 056° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 371 |
|---|---|---|

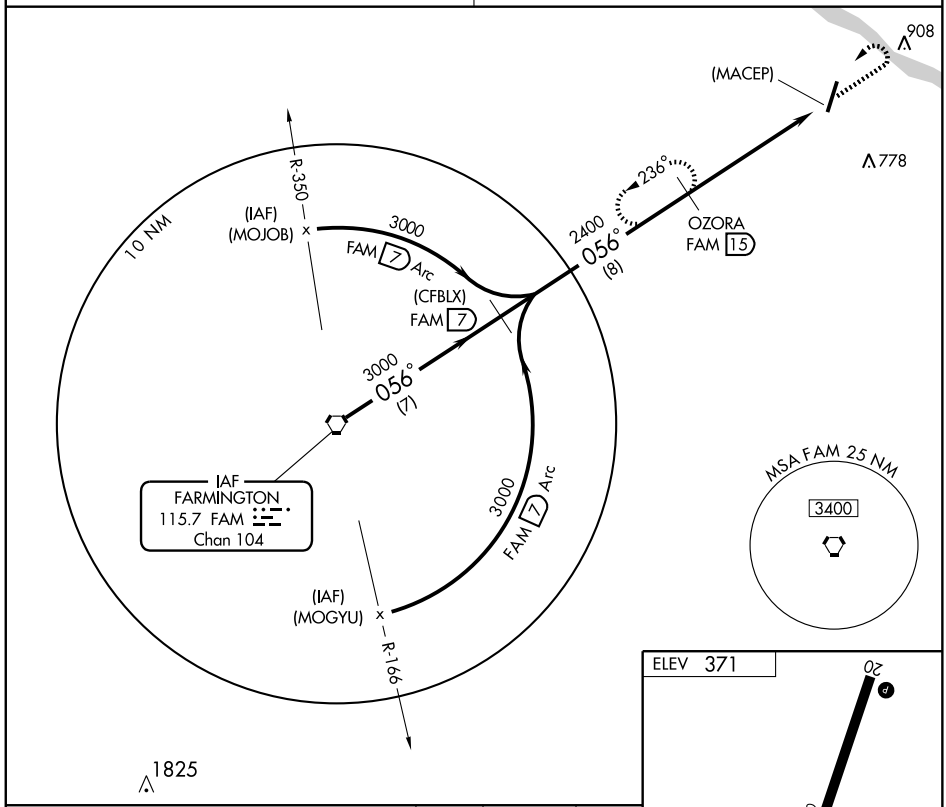
# VOR/DME or GPS-A

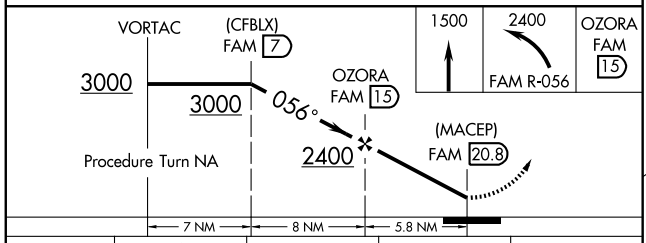
PERRYVILLE MUNI (KØ2)

NA Obtain local altimeter setting on CTAF, when not received, use Cape Girardeau altimeter setting.

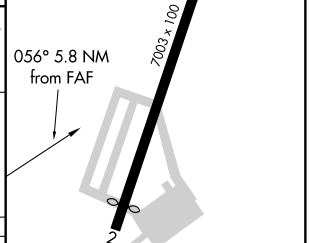
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via FAM R-056 to OZORA 15 DME and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 127.47 291.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1020-1<br>649 (700-1) | 1020-1¼<br>649 (700-1¼) | 1020-1¾<br>649 (700-1¾) | 1100-2¼<br>729 (800-2¼) |
| CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1160-1<br>789 (800-1) | 1160-1¼<br>789 (800-1¼) | 1160-2¼<br>789 (800-2¼) | 1260-3<br>889 (900-3) |




REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

| APP CRS | Rwy ldg | 7003 |
|---|---|---|
| 196° | TDZE | 371 |
| | Apt Elev | 371 |

# VOR/DME RNAV RWY 20

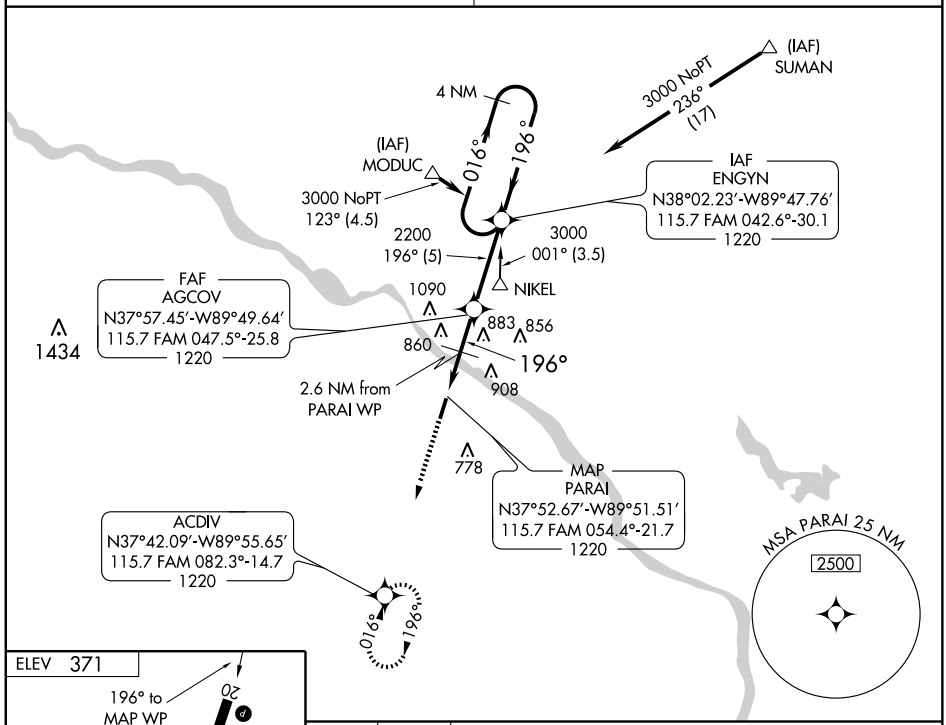
## PERRYVILLE MUNI (KØ2)

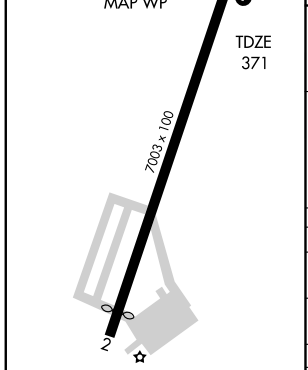
NA

Obtain local altimeter setting on CTAF, when not received, use Cape Girardeau altimeter setting.

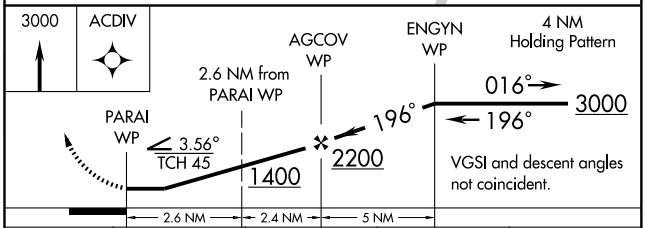
MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| **127.47 291.7** | **122.8** (CTAF) L |




REIL Rwy 2 and 20 L
MIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1120-1<br>749 (800-1) | 1120-1¼<br>749 (800-1¼) | 1120-2¼<br>749 (800-2¼) | 1120-2½<br>749 (800-2½) |
| CIRCLING | 1120-1<br>749 (800-1) | 1120-1¼<br>749 (800-1¼) | 1120-2¼<br>749 (800-2¼) | 1120-2½<br>749 (800-2½) |
| CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS | | | | |
| S-20 | 1220-1<br>849 (900-1) | 1220-1¼<br>849 (900-1¼) | 1220-2½<br>849 (900-2½) | 1220-2¾<br>849 (900-2¾) |
| CIRCLING | 1220-1<br>849 (900-1) | 1220-1¼<br>849 (900-1¼) | 1220-2½<br>849 (900-2½) | 1220-2¾<br>849 (900-2¾) |

NC-3. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3625 |
|---|---|---|
| 116° | TDZE | 938 |
| | Apt Elev | 938 |

# GPS RWY 11

## POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

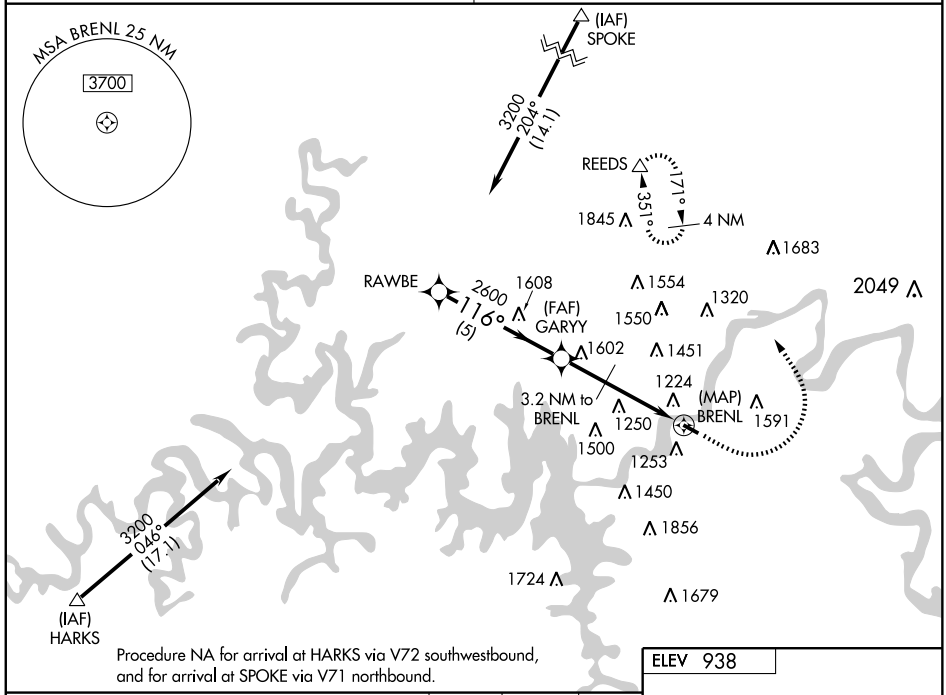
T
NA

Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct REEDS WP and hold.

SPRINGFIELD APP CON
**126.35**

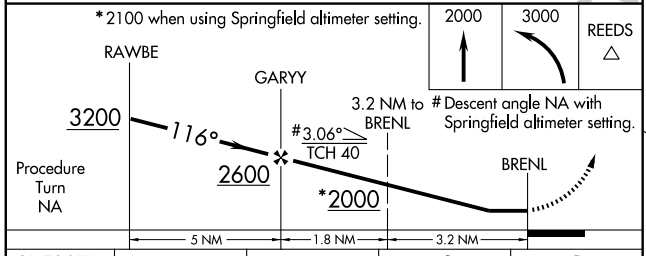
UNICOM
**122.7** (CTAF) L

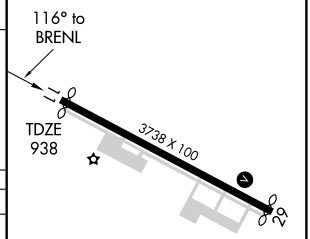



Procedure NA for arrival at HARKS via V72 southwestbound, and for arrival at SPOKE via V71 northbound.

ELEV 938

*2100 when using Springfield altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 1520-1 582 (600-1) | | 1520-1½ 582 (600-1½) | NA |
| CIRCLING | 1600-1 662 (700-1) | | 1600-1¾ 662 (700-1¾) | NA |
| SPRINGFIELD ALTIMETER SETTING MINIMUMS | | | | |
| S-11 | 1660-1 722 (800-1) | | 1660-2 722 (800-2) | NA |
| CIRCLING | 1740-1 802 (900-1) | 1740-1¼ 802 (900-1¼) | 1740-2¼ 802 (900-2¼) | NA |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

| VORTAC DGD | APP CRS | Rwy ldg | 3652 |
|---|---|---|---|
| 109.4 | 293° | TDZE | 938 |
| Chan 31 | | Apt Elev | 938 |

# VOR/DME RNAV or GPS RWY 29

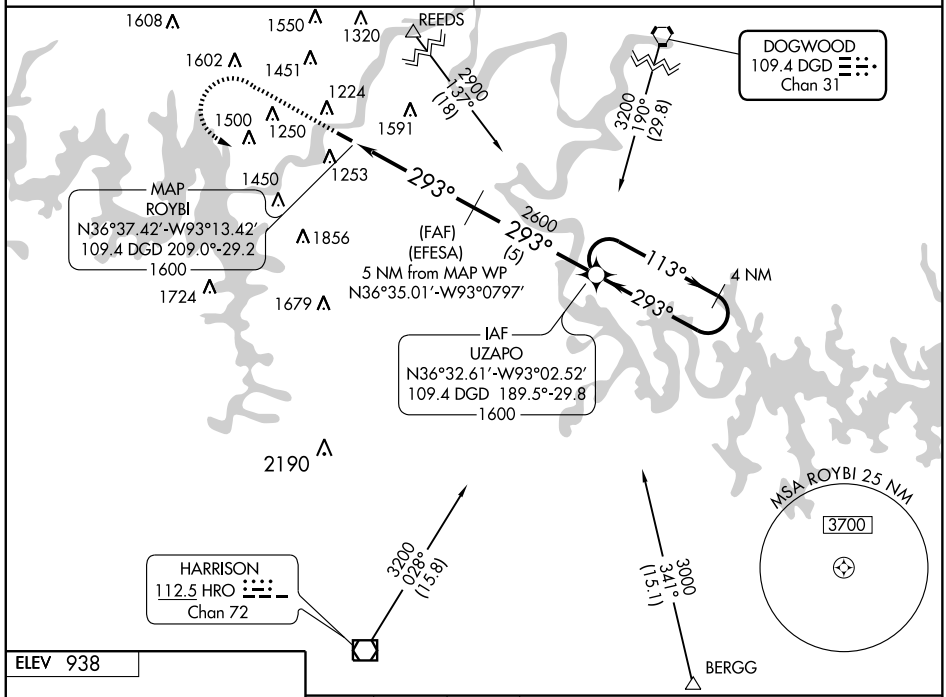
## POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

T
NA Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

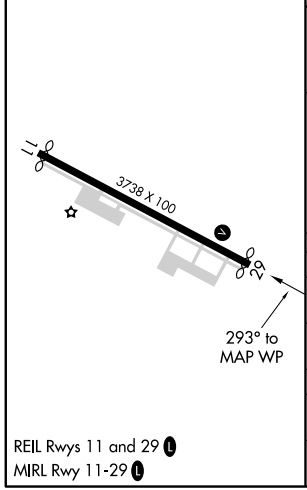
MISSED APPROACH: Climb to 2900 then left turn direct UZAPO WP and hold.

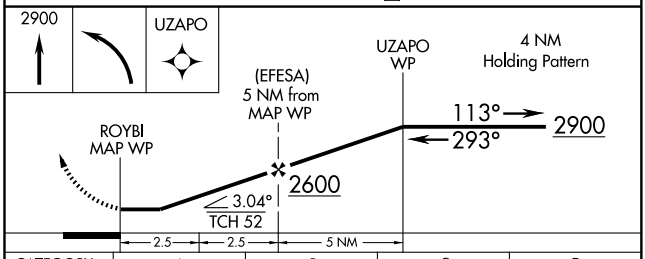
SPRINGFIELD APP CON
**126.35**

UNICOM
**122.7** (CTAF) L




ELEV 938




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1800-1<br>862 (900-1) | 1800-1¼<br>862 (900-1¼) | 1800-2½<br>862 (900-2½) | NA |
| CIRCLING | 1800-1<br>862 (900-1) | 1800-1¼<br>862 (900-1¼) | 1800-2½<br>862 (900-2½) | NA |
| SPRINGFIELD ALTIMETER SETTING MINIMUMS | | | | |
| S-29 | 1940-1¼<br>1002 (1100-1¼) | 1940-1½<br>1002 (1100-1½) | 1940-3<br>1002 (1100-3) | NA |
| CIRCLING | 1940-1¼<br>1002 (1100-1¼) | 1940-1½<br>1002 (1100-1½) | 1940-3<br>1002 (1100-3) | NA |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

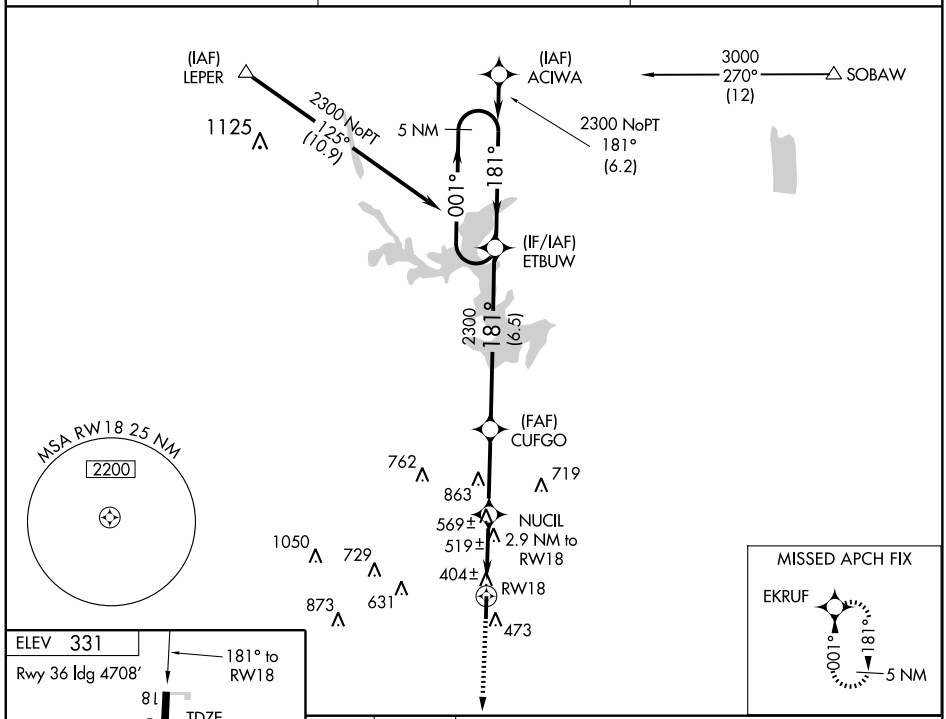
| WAAS CH 97499 W18A | APP CRS 181° | Rwy ldg 5008<br>TDZE 331<br>Apt Elev 331 |
|---|---|---|

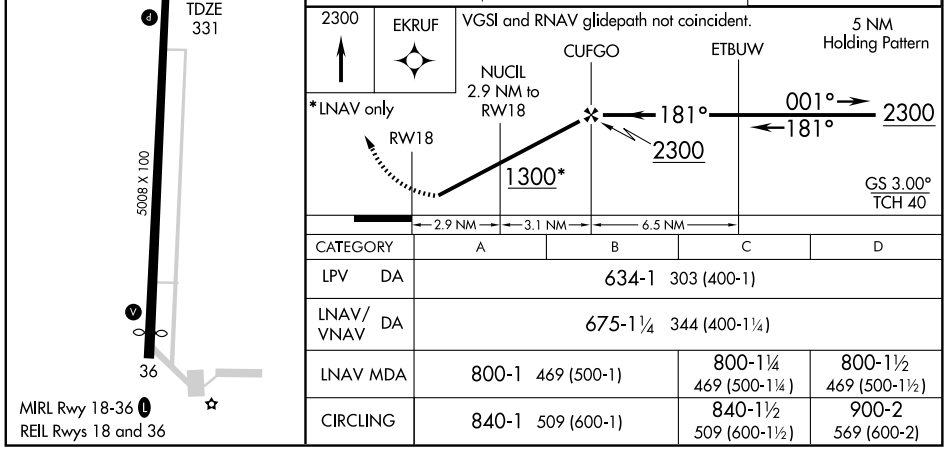
# RNAV (GPS) RWY 18
## POPLAR BLUFF MUNI (POF)

Baro-VNAV NA when using Cape Girardeau altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.

MISSED APPROACH: Climb to 2300 direct EKRUF and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 120.075 289.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 634-1 303 (400-1) | | | |
| LNAV/VNAV DA | 675-1¼ 344 (400-1¼) | | | |
| LNAV MDA | 800-1 469 (500-1) | | 800-1¼ 469 (500-1¼) | 800-1½ 469 (500-1½) |
| CIRCLING | 840-1 509 (600-1) | | 840-1½ 509 (600-1½) | 900-2 569 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 56399 W36A | APP CRS 001° | Rwy ldg 4708<br>TDZE 331<br>Apt Elev 331 |
|---|---|---|

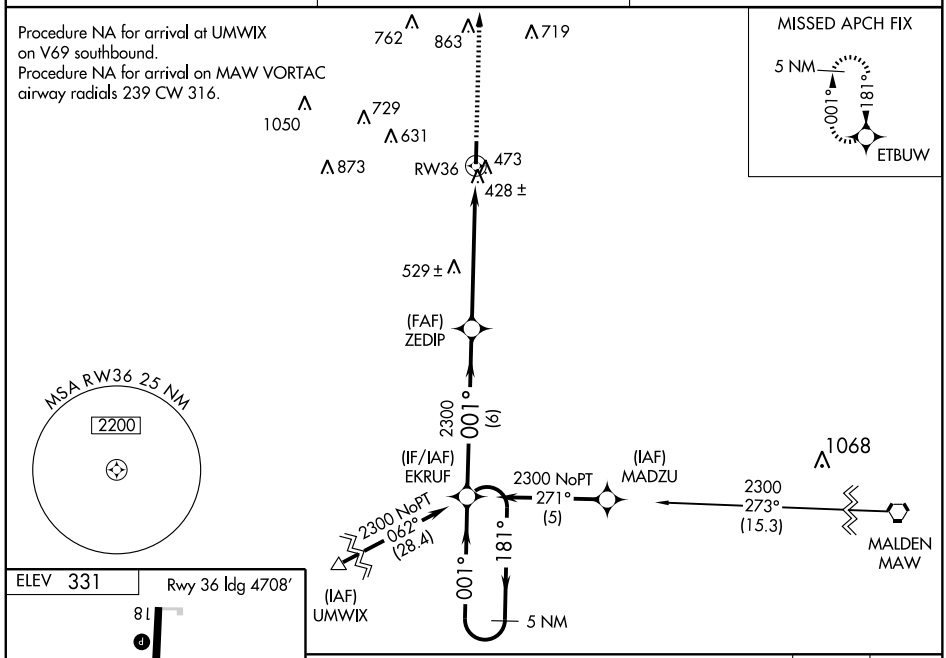
# RNAV (GPS) RWY 36
## POPLAR BLUFF MUNI (POF)

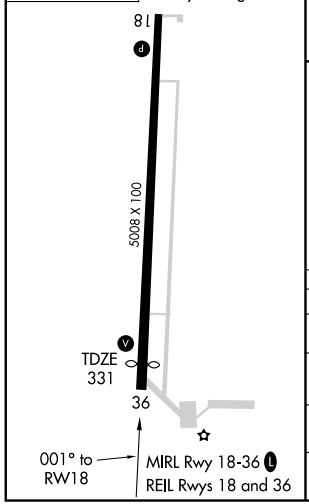
Baro-VNAV NA when using Cape Girardeau altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.
VDP NA when using Cape Girardeau altimeter setting.

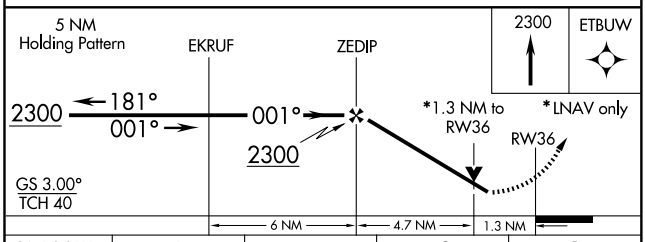
MISSED APPROACH: Climb to 2300 direct ETBUW and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 120.075 289.4 | 123.0 (CTAF) L |

Procedure NA for arrival at UMWIX on V69 southbound.
Procedure NA for arrival on MAW VORTAC airway radials 239 CW 316.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 669-1¼ 338 (400-1¼) | | | |
| LNAV/VNAV DA | 773-1½ 442 (500-1½) | | | |
| LNAV MDA | 780-1 449 (500-1) | | 780-1¼ 449 (500-1¼) | 780-1½ 449 (500-1½) |
| CIRCLING | 840-1 509 (600-1) | | 840-1½ 509 (600-1½) | 900-2 569 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

POPLAR BLUFF, MISSOURI

AL-5622 (FAA)

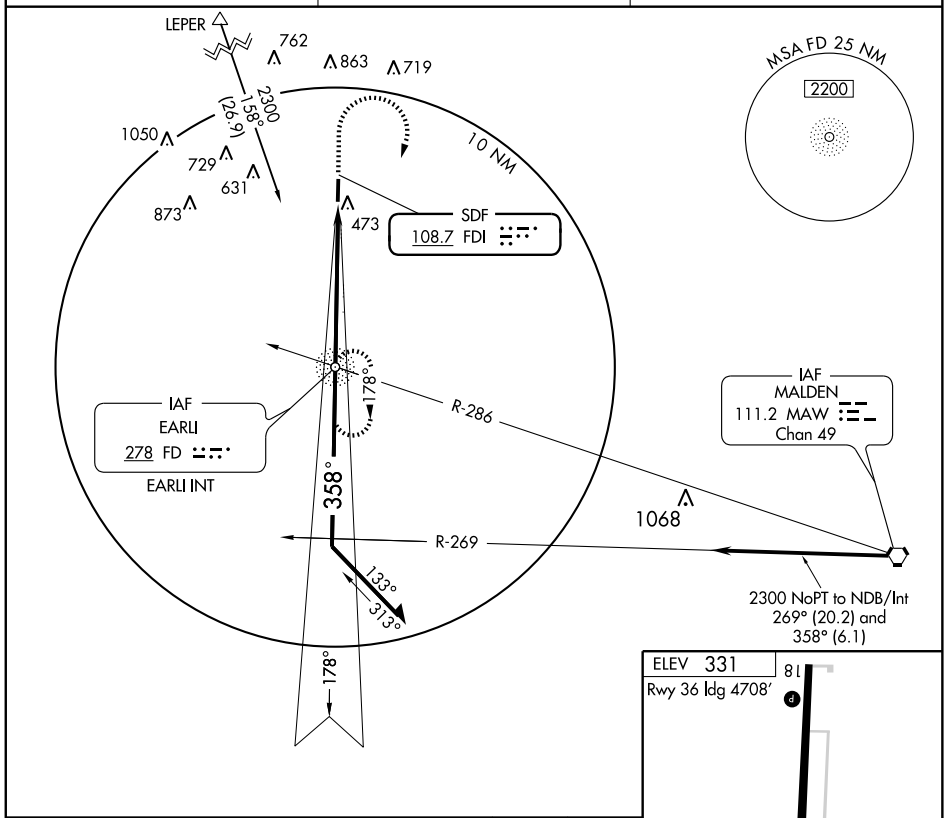
| SDF FDI | APP CRS | Rwy ldg | 4708 |
|---|---|---|---|
| 108.7 | 358° | TDZE | 330 |
| | | Apt Elev | 331 |

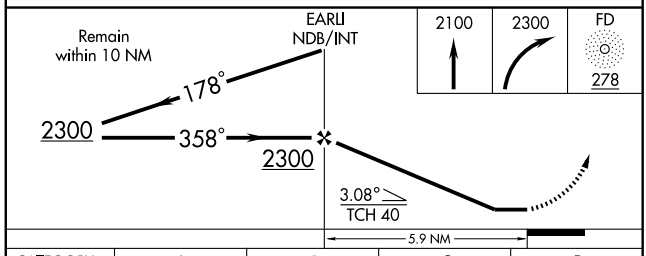
# SDF RWY 36

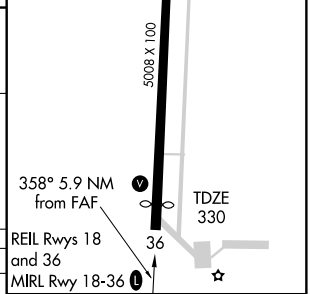
## POPLAR BLUFF MUNI (POF)

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct EARLI NDB/Int and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.225 | 120.075 289.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 680-1 350 (400-1) | | | 680-1¼ 350 (400-1¼) |
| CIRCLING | 840-1 509 (600-1) | | 840-1½ 509 (600-1½) | 900-2 569 (600-2) |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 031° | TDZE | 959 |
| | Apt Elev | 959 |

# RNAV (GPS) RWY 2

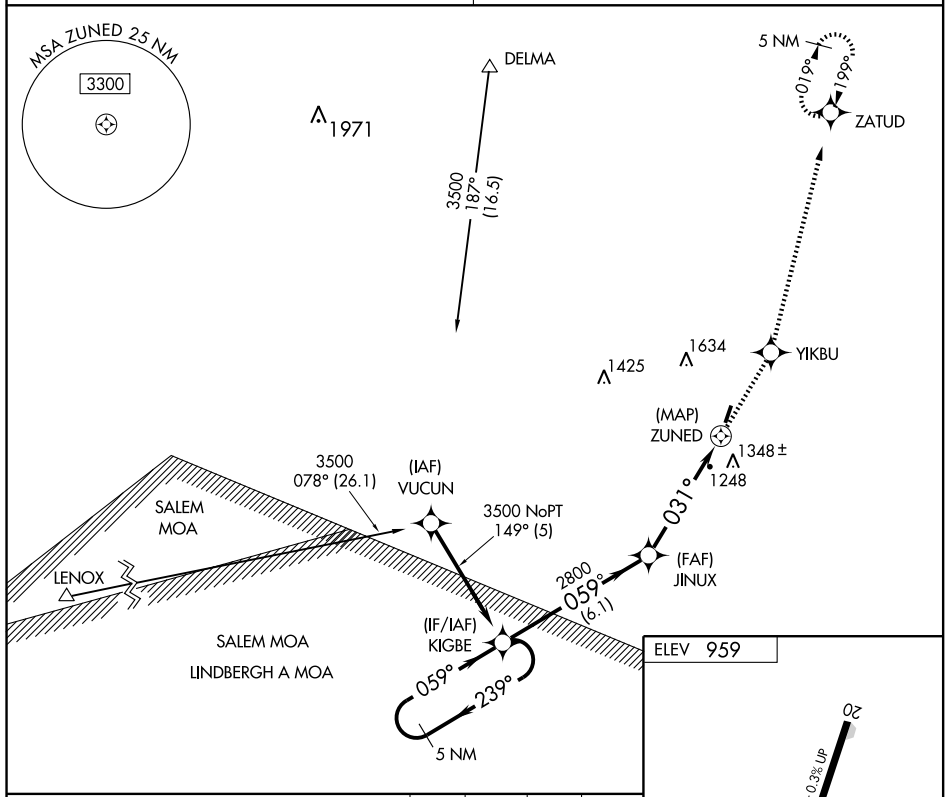
## POTOSI/ WASHINGTON COUNTY (8WC)

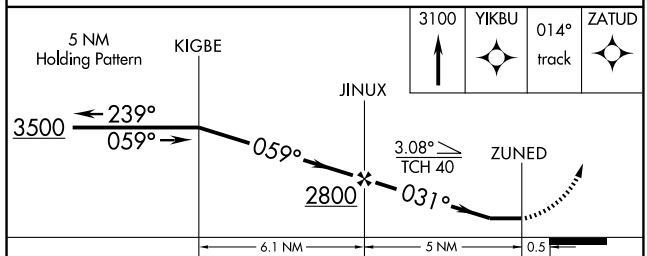
Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.
Visibility reduction by helicopters NA.

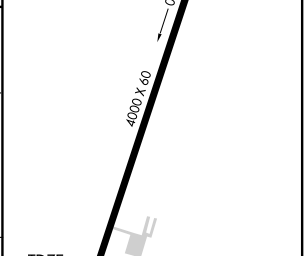
NA

MISSED APPROACH: Climb to 3100 direct YIKBU and via 014° track to ZATUD and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 128.35 284.67 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1660-1 701 (800-1) | | 1660-2 701 (800-2) | NA |
| CIRCLING | 1660-1 701 (800-1) | | 1660-2 701 (800-2) | NA |

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 199° | TDZE | 956 |
| | Apt Elev | 959 |

# RNAV (GPS) RWY 20

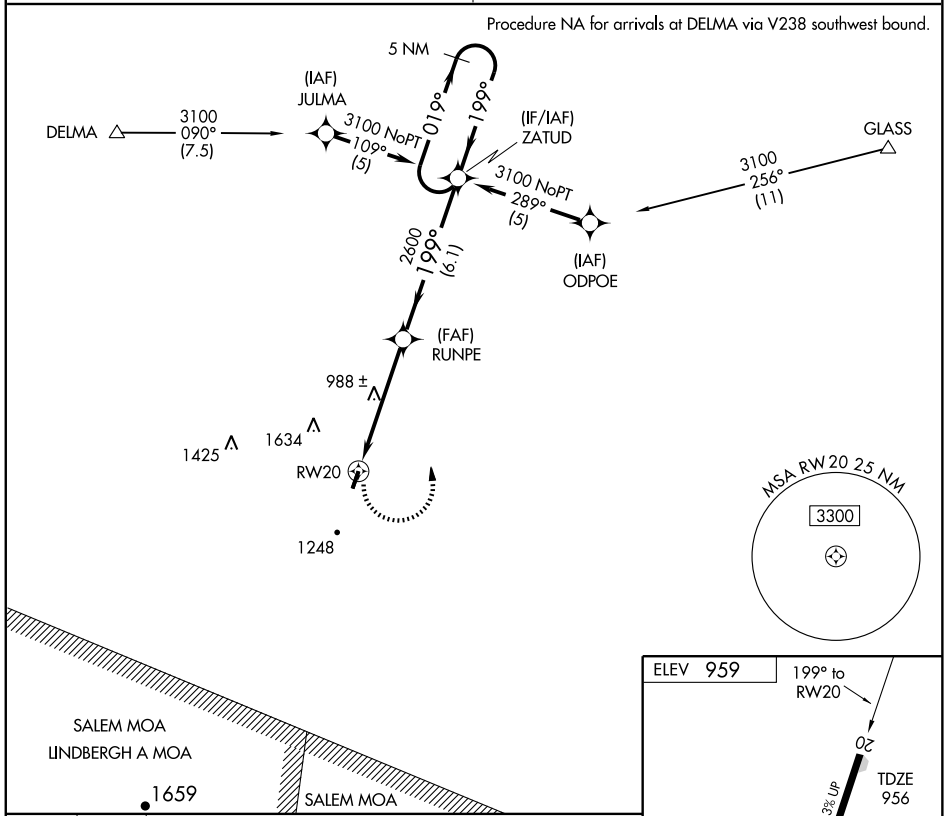
## POTOSI/ WASHINGTON COUNTY (8WC)

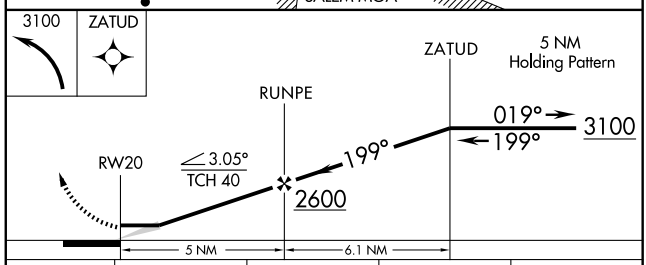
T
A NA

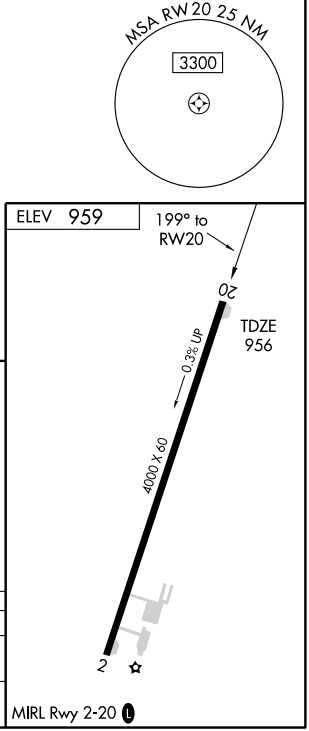
DME/DME RNP- 0.3 NA. Circling NA west of Rwy 2-20. Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing left turn to 3100 direct ZATUD and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 128.35 284.67 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 404 (500-1) | | 1360-1¼ 404 (500-1¼) | NA |
| CIRCLING | 1560-1 601 (700-1) | 1580-1 621 (700-1) | 1620-1¾ 661 (700-1¾) | NA |

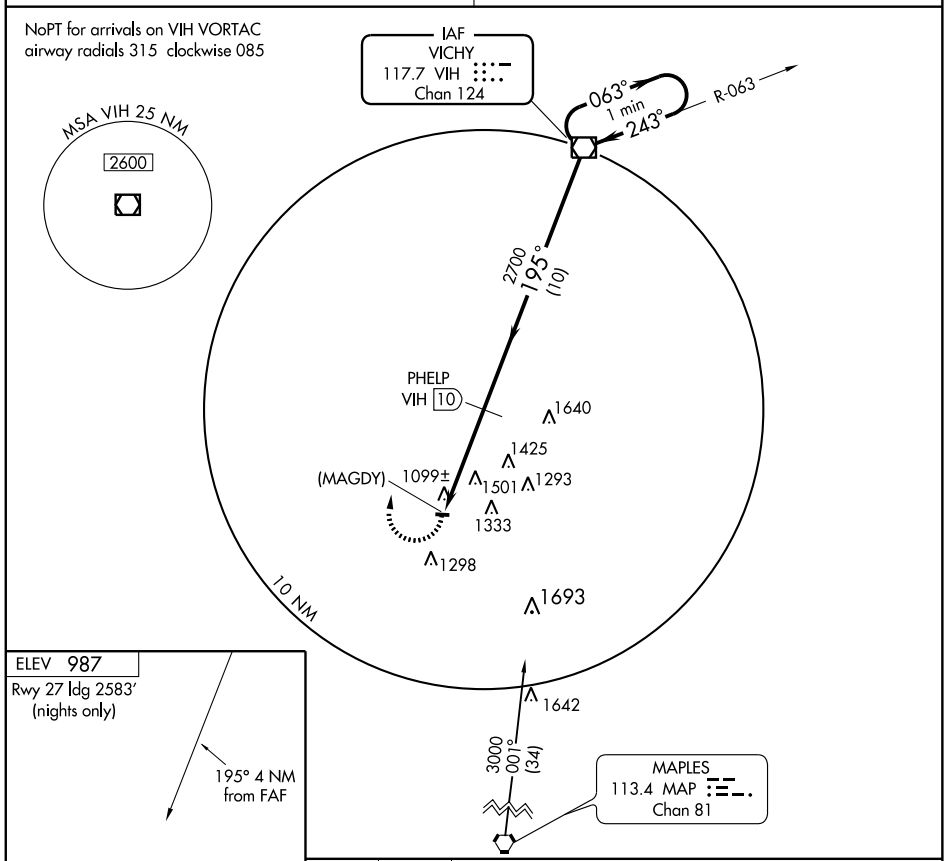
| VOR/DME VIH 117.7 Chan 124 | APP CRS 195° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 987 |
|---|---|---|

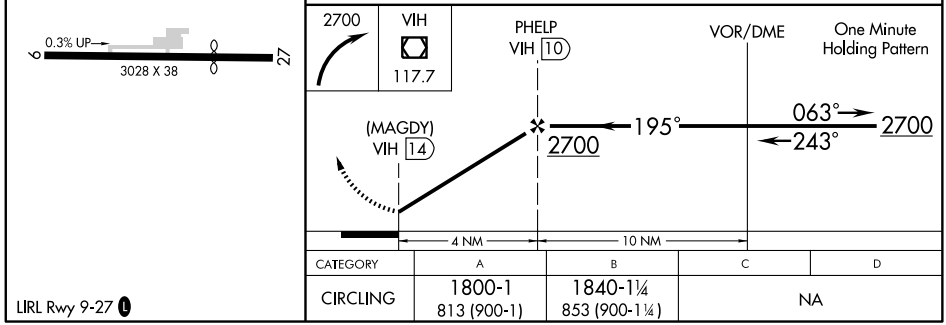
# VOR/DME or GPS-A
## ROLLA DOWNTOWN (KØ7)

T NA Use Rolla National Airport altimeter setting; when not available use Columbia altimeter setting and increase all MDAs 420 feet. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 2700 direct to VIH VOR/DME and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 128.35 284.67 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1800-1<br>813 (900-1) | 1840-1¼<br>853 (900-1¼) | NA | |

LIRL Rwy 9-27 L

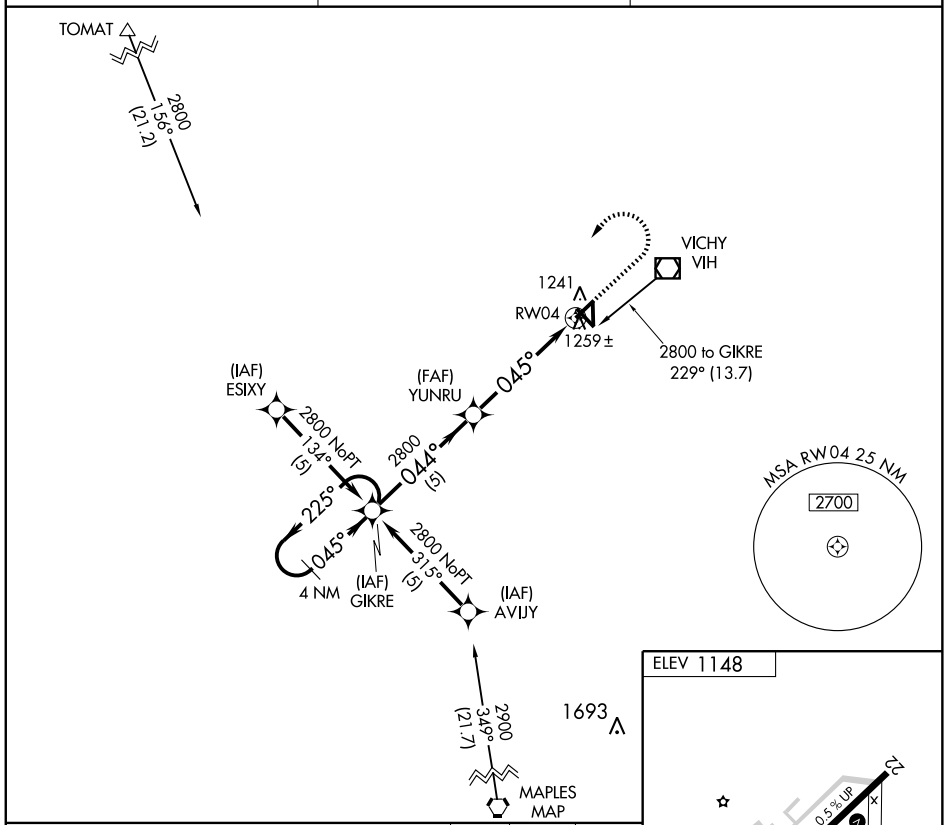
| APP CRS | Rwy ldg | 5287 |
|---|---|---|
| 045° | TDZE | 1137 |
| | Apt Elev | 1148 |

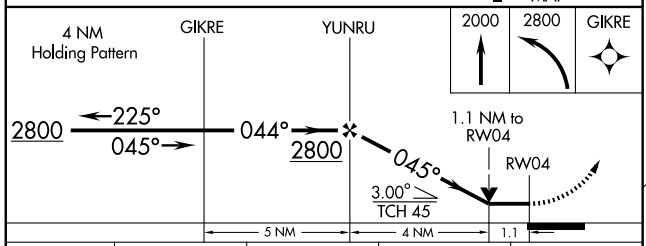
# GPS RWY 4
## ROLLA NATIONAL (VIH)

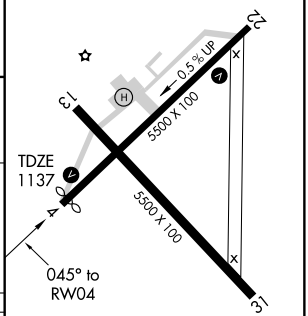
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct GIKRE WP and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.35 284.67 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1520-1 383 (400-1) | | | 1520-1¼ 383 (400-1¼) |
| CIRCLING | 1560-1 412 (500-1) | 1600-1 452 (500-1) | 1600-1½ 452 (500-1½) | 1700-2 552 (600-2) |

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

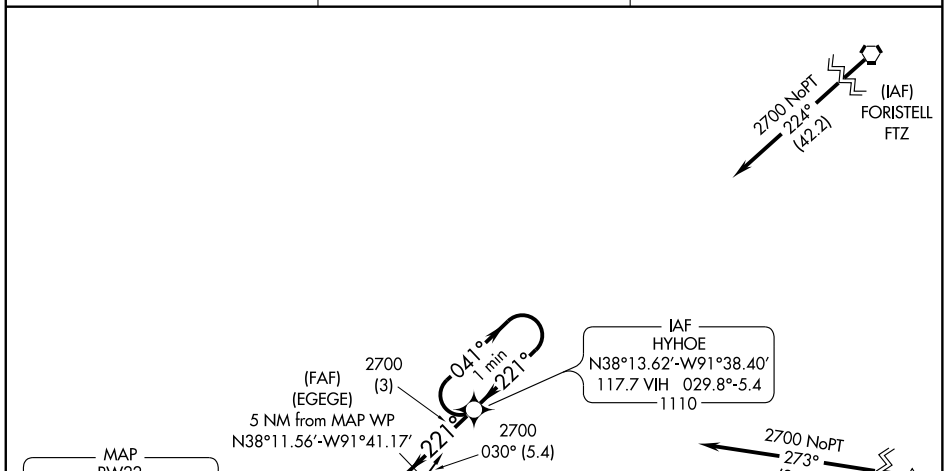
| VOR/DME VIH 117.7 Chan 124 | APP CRS 221° | Rwy ldg 5500<br>TDZE 1122<br>Apt Elev 1148 |
|---|---|---|

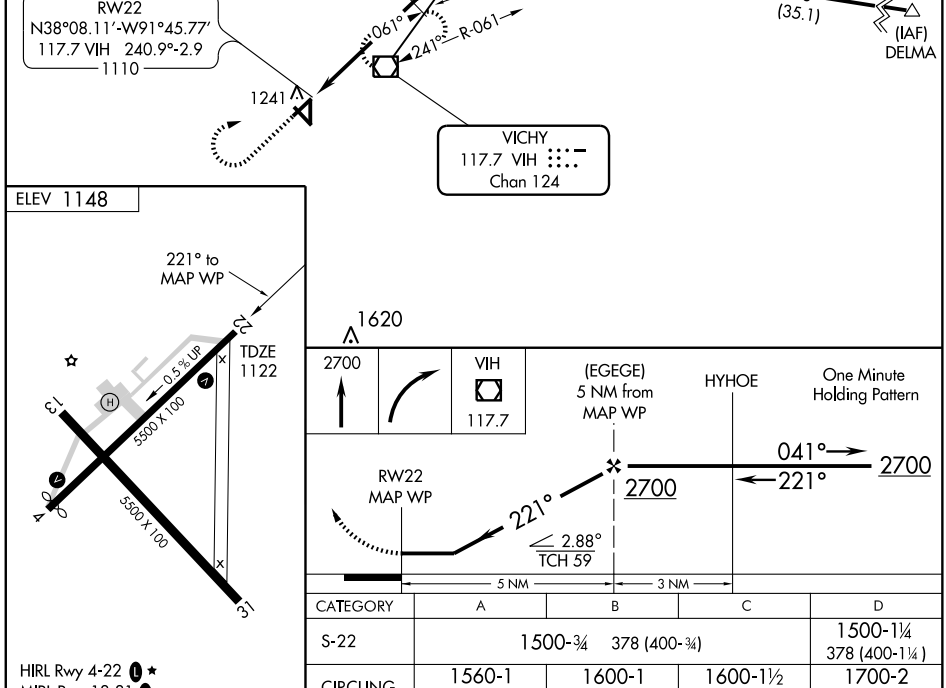
# VOR/DME RNAV or GPS RWY 22

## ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.35 284.67 | 123.0 (CTAF) L |




HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

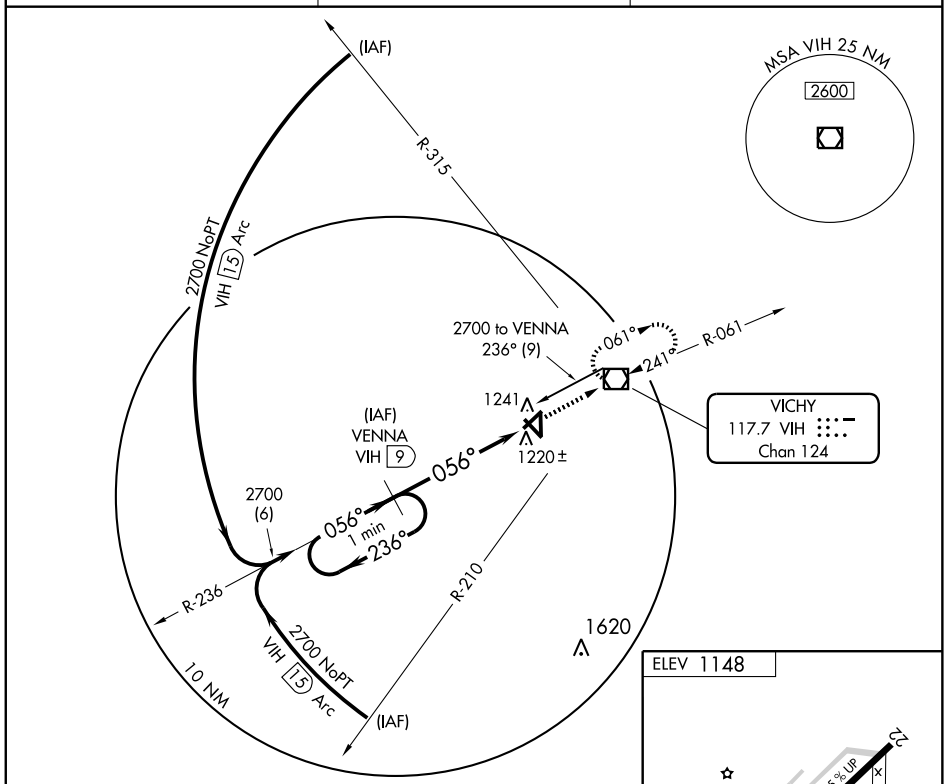
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1500-¾ 378 (400-¾) | | | 1500-1¼ 378 (400-1¼) |
| CIRCLING | 1560-1 412 (500-1) | 1600-1 452 (500-1) | 1600-1½ 452 (500-1½) | 1700-2 552 (600-2) |

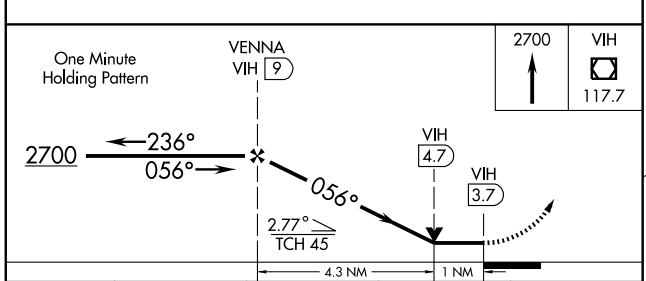
| VOR/DME VIH 117.7 Chan 124 | APP CRS 056° | Rwy ldg 5287<br>TDZE 1137<br>Apt Elev 1148 |
|---|---|---|

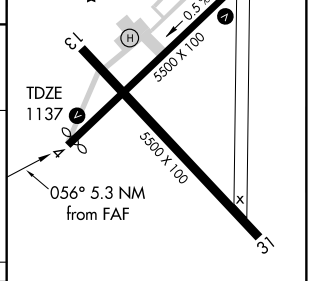
# VOR/DME RWY 4
## ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 direct VIH VOR/DME and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.35 284.67 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1480-1 343 (400-1) | | | |
| CIRCLING | 1560-1<br>412 (500-1) | 1600-1<br>452 (500-1) | 1600-1½<br>452 (500-1½) | 1700-2<br>552 (600-2) |

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

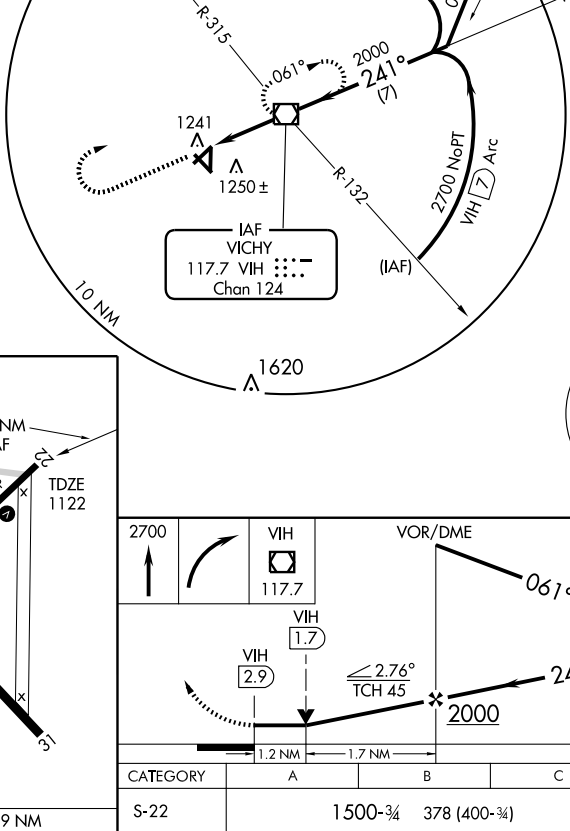
NC-3, 14 JAN 2010 to 11 FEB 2010

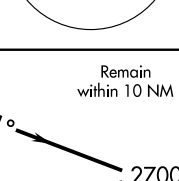
| VOR/DME VIH 117.7 Chan 124 | APP CRS 241° | Rwy ldg 5500<br>TDZE 1122<br>Apt Elev 1148 |
|---|---|---|

# VOR RWY 22
## ROLLA NATIONAL (VIH)

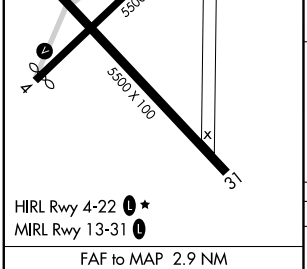
MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.35 284.67 | 123.0 (CTAF) L |



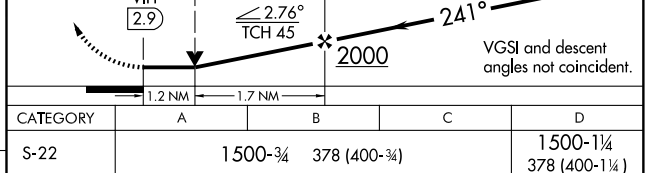




ELEV 1148




HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

| FAF to MAP 2.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1500-¾ 378 (400-¾) | | | 1500-1¼ 378 (400-1¼) |
| CIRCLING | 1560-1 412 (500-1) | 1600-1 452 (500-1) | 1600-1½ 452 (500-1½) | 1700-2 552 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

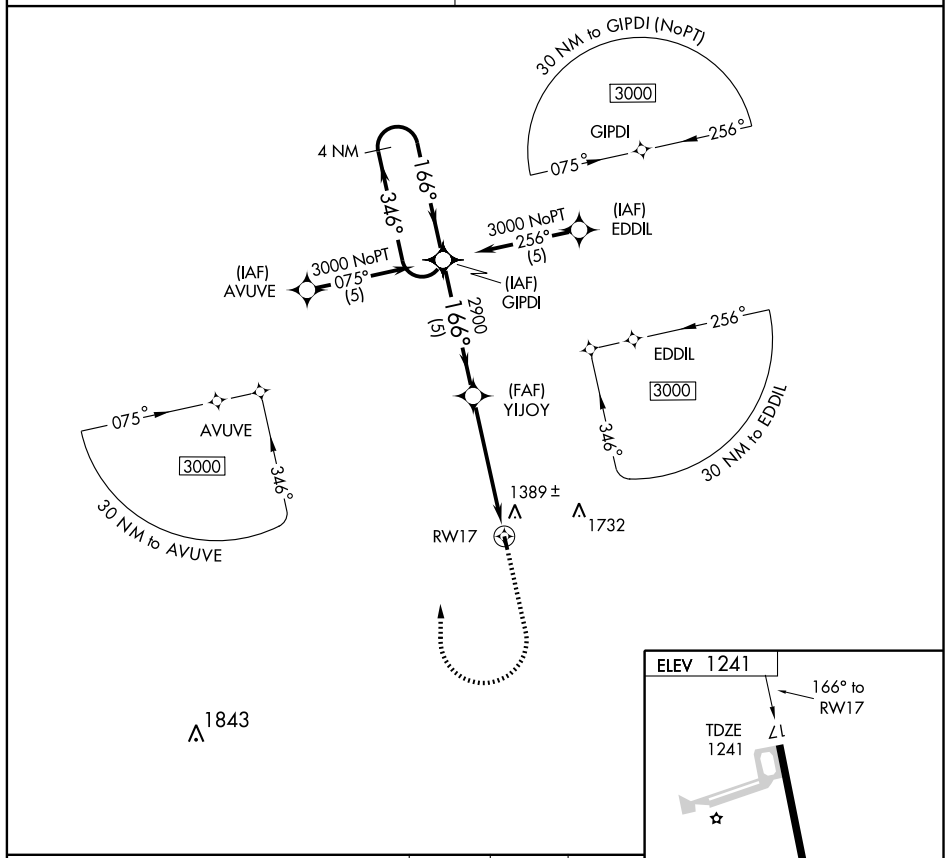
| APP CRS | Rwy ldg | 2998 |
|---|---|---|
| 166° | TDZE | 1241 |
| | Apt Elev | 1241 |

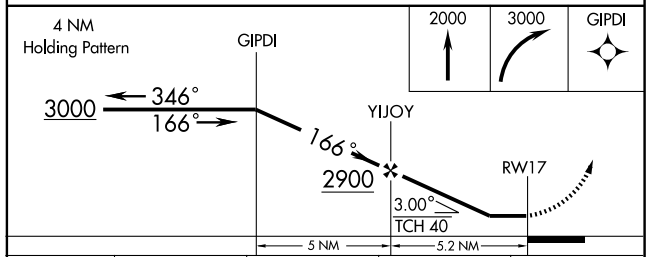
# RNAV (GPS) RWY 17
## SALEM MEMORIAL (K33)

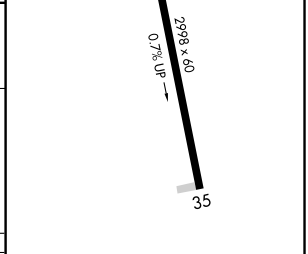
NA Use Rolla National altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI WP and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.35 284.67 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1740-1 | 499 (500-1) | NA | |
| CIRCLING | 1840-1 | 599 (600-1) | NA | |

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

SALEM, MISSOURI

AL-9436 (FAA)

| APP CRS | Rwy ldg | 2998 |
|---|---|---|
| 346° | TDZE | 1241 |
| | Apt Elev | 1241 |

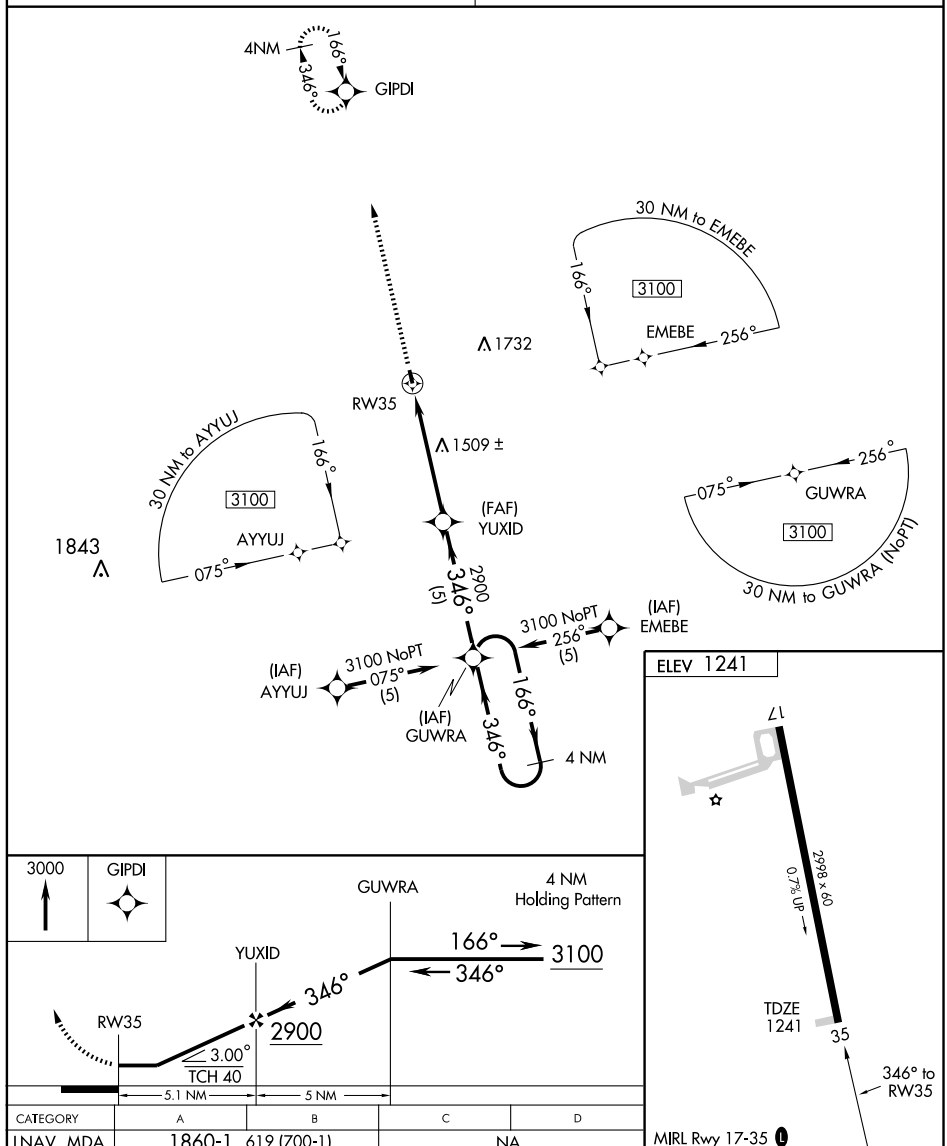
# RNAV (GPS) RWY 35

## SALEM MEMORIAL (K33)

NA Use Rolla National altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GIPDI and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.35 284.67 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1 | 619 (700-1) | NA | |
| CIRCLING | 1860-1 | 619 (700-1) | NA | |

NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC MAP | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 113.4 | 074° | TDZE | N/A |
| Chan 81 | | Apt Elev | 1241 |

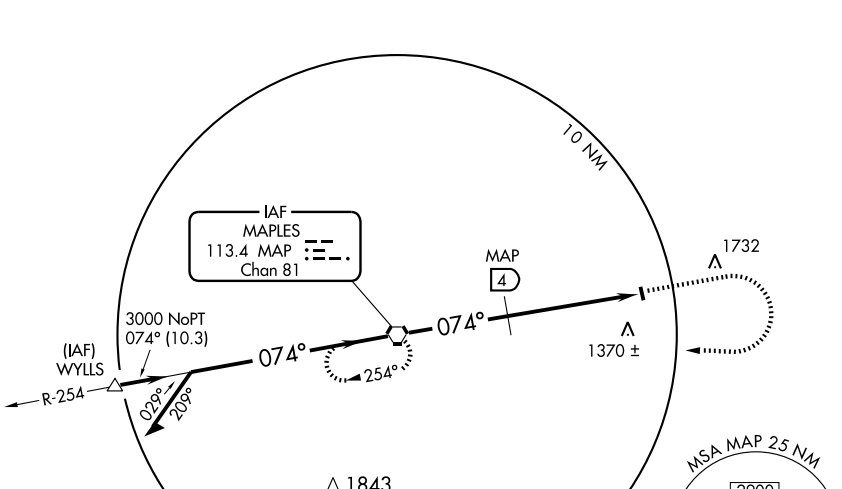
# VOR-A

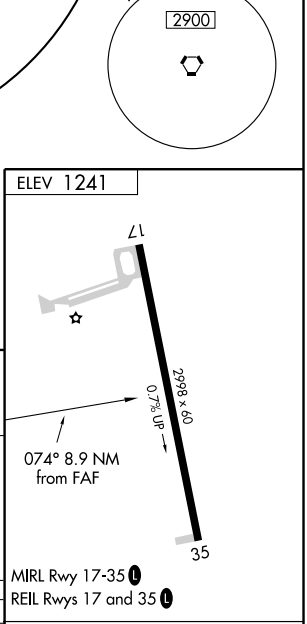
## SALEM MEMORIAL (K33)

NA Use Rolla National altimeter setting.

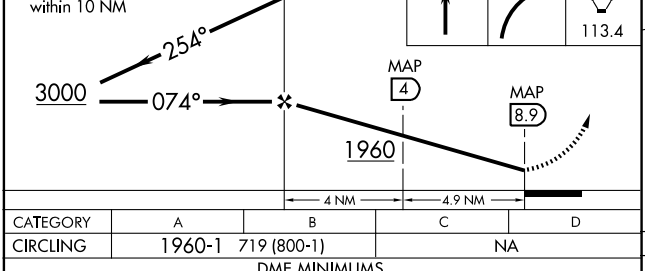
MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct MAP VORTAC and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.35 284.67 | 122.9 L |




MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1960-1 719 (800-1) | | NA | |
| DME MINIMUMS | | | | |
| CIRCLING | 1840-1 599 (600-1) | | NA | |

FAF to MAP 8.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:54 | 5:56 | 4:27 | 3:34 | 2:58 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| NDB DMO | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 281 | 187° | TDZE | 884 |
| | | Apt Elev | 909 |

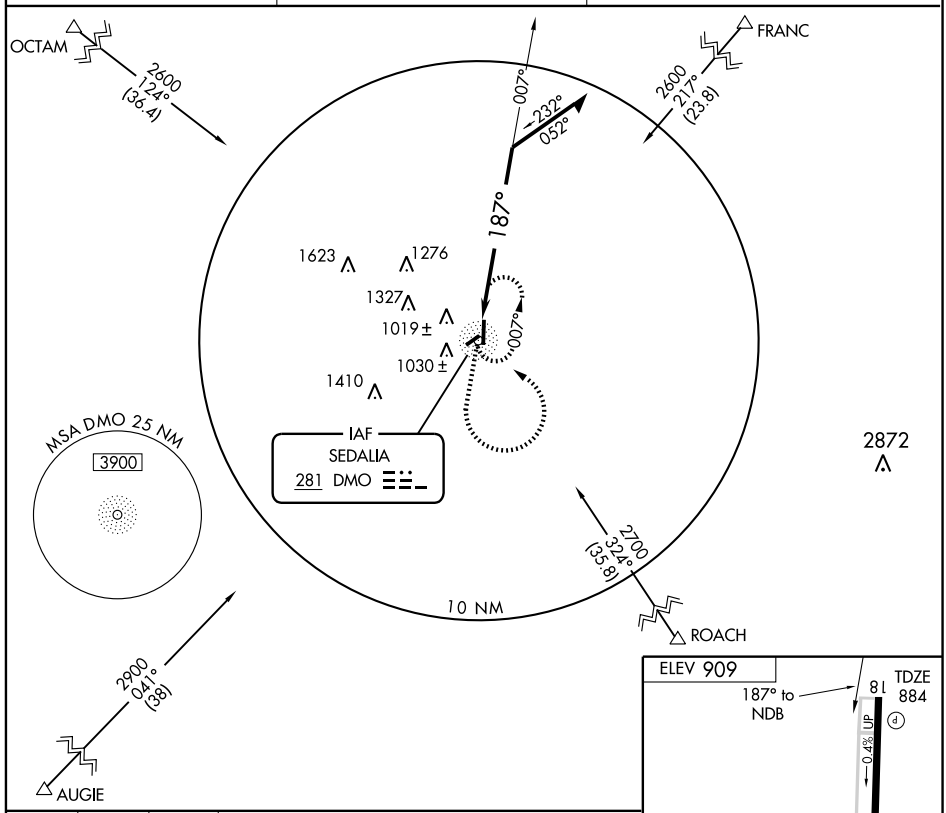
# NDB RWY 18

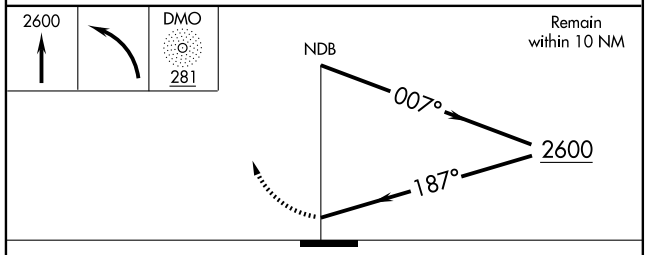
## SEDALIA MEMORIAL (DMO)

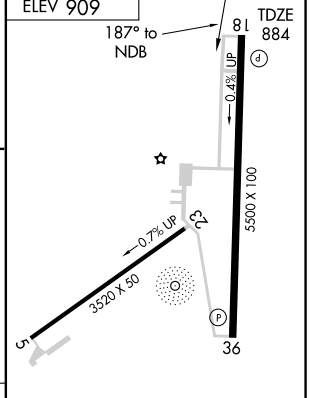
NA

MISSED APPROACH: Climb to 2600 then left turn direct DMO NDB and hold.

| ASOS | WHITEMAN APP CON * | UNICOM |
|---|---|---|
| 120.525 | 127.45 284.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1380-1 496 (500-1) | | 1380-1¼ 496 (500-1¼) | 1380-1½ 496 (500-1½) |
| CIRCLING | 1380-1 471 (500-1) | | 1480-1½ 571 (600-1½) | 1480-2 571 (600-2) |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

| NDB DMO | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 281 | 343° | TDZE | 902 |
| | | Apt Elev | 909 |

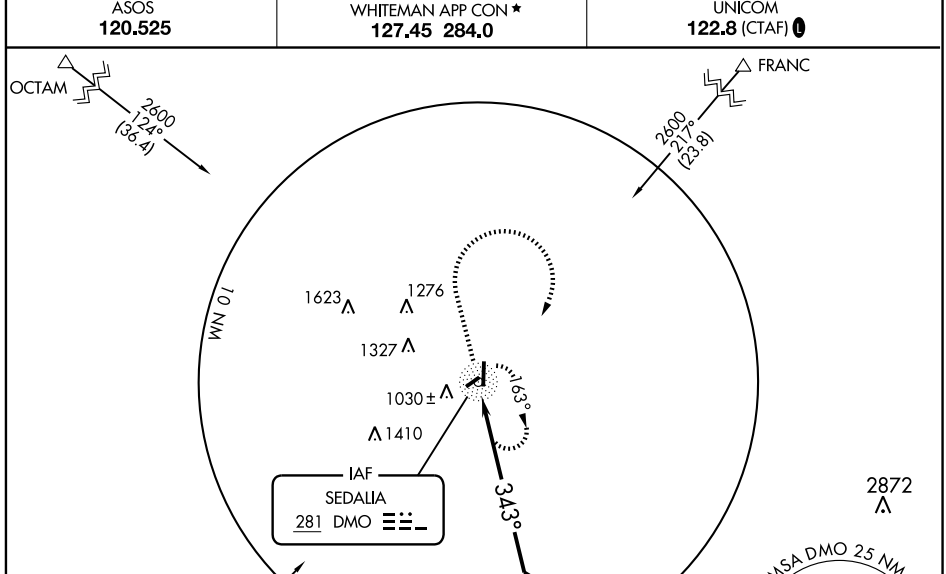
# NDB RWY 36

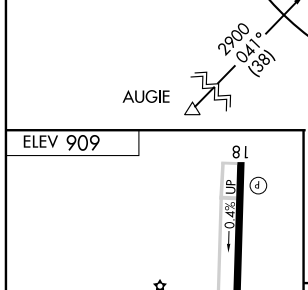
## SEDALIA MEMORIAL (DMO)

NA

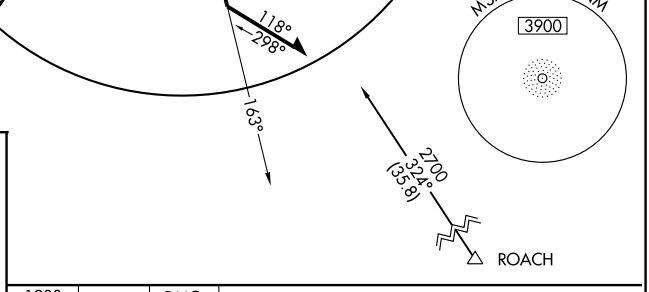
MISSED APPROACH: Climb to 1900 then climbing right turn to 2600 direct DMO NDB and hold.

| ASOS | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 120.525 | 127.45 284.0 | 122.8 (CTAF) L |




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1480-1 | 571 (600-1) | 1480-1½ 571 (600-1½) | 1480-1¾ 571 (600-1¾) |
| CIRCLING | 1480-1 | 571 (600-1) | 1480-1½ 571 (600-1½) | 1480-2 571 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

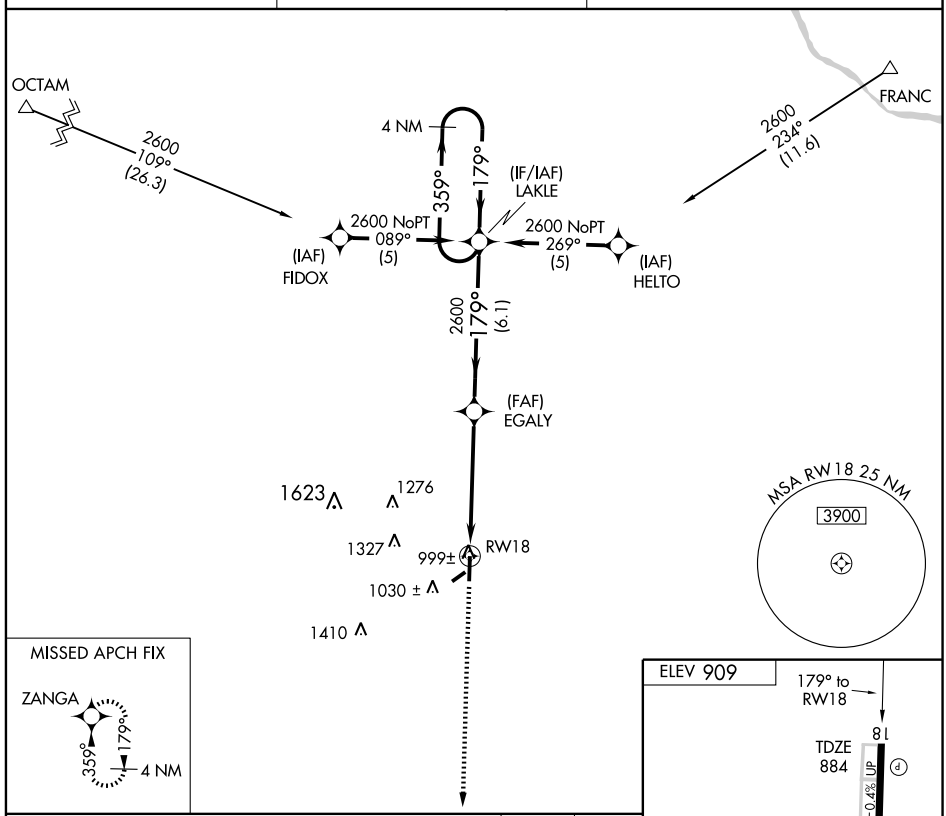
| APP CRS | Rwy ldg | 5500 |
|---|---|---|
| 179° | TDZE | 884 |
| | Apt Elev | 909 |

# RNAV (GPS) RWY 18
## SEDALIA MEMORIAL (DMO)

DME/DME RNP-0.3 NA.

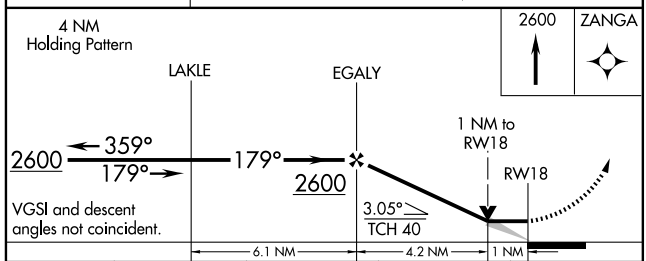
MISSED APPROACH: Climb to 2600 direct ZANGA and hold.

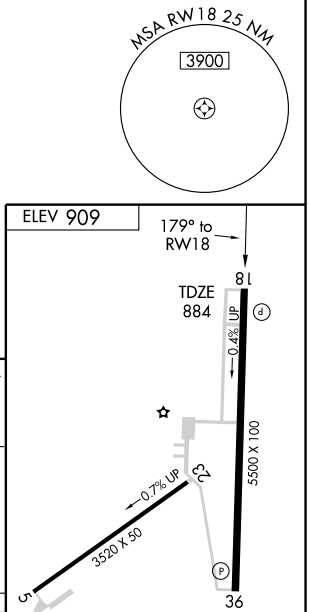
| ASOS | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 120.525 | 127.45 284.0 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 376 (400-1) | | | 1260-1¼ 376 (400-1¼) |
| CIRCLING | 1380-1 461 (500-1) | | 1480-1½ 571 (600-1½) | 1480-2 571 (600-2) |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3, 14 JAN 2010 to 11 FEB 2010

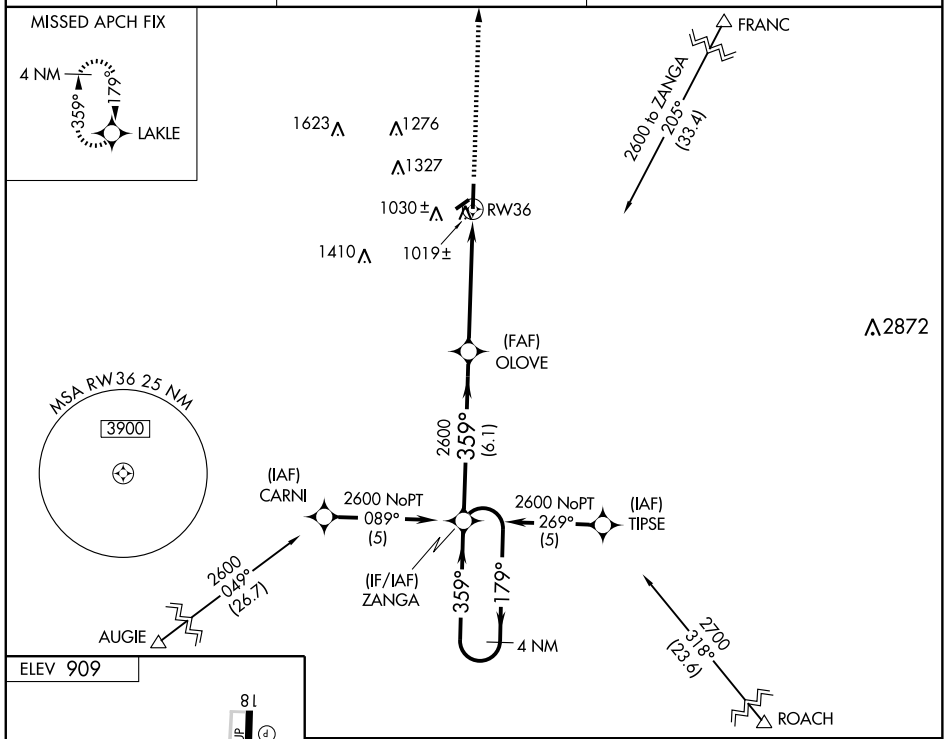
| WAAS CH 60913 W36A | APP CRS 359° | Rwy ldg 5500<br>TDZE 902<br>Apt Elev 909 |
|---|---|---|

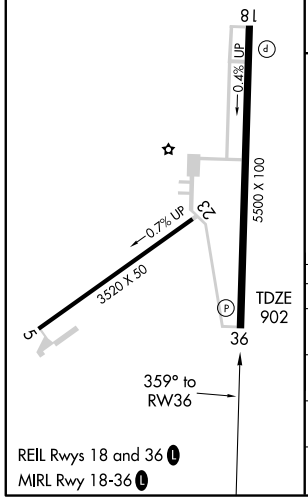
# RNAV (GPS) RWY 36
## SEDALIA MEMORIAL (DMO)

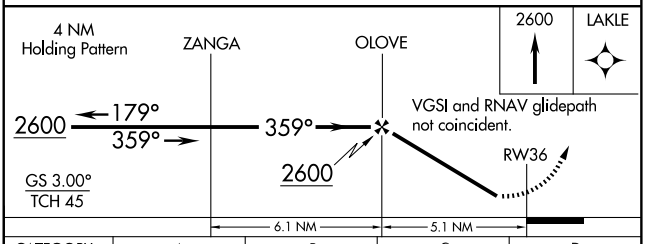
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)

MISSED APPROACH: Climb to 2600 direct LAKLE and hold.

| ASOS | WHITEMAN APP CON * | UNICOM |
|---|---|---|
| 120.525 | 127.45 284.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1170-1 268 (300-1) | | | |
| LNAV/VNAV DA | 1280-1¼ 378 (400-1¼) | | | |
| LNAV MDA | 1280-1 378 (400-1) | | | 1280-1¼ 378 (400-1¼) |
| CIRCLING | 1380-1¼ 461 (500-1¼) | | 1480-1½ 571 (600-1½) | 1480-2 571 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 86801 W02A | APP CRS 023° | Rwy ldg 5502 TDZE 315 Apt Elev 315 |
|---|---|---|

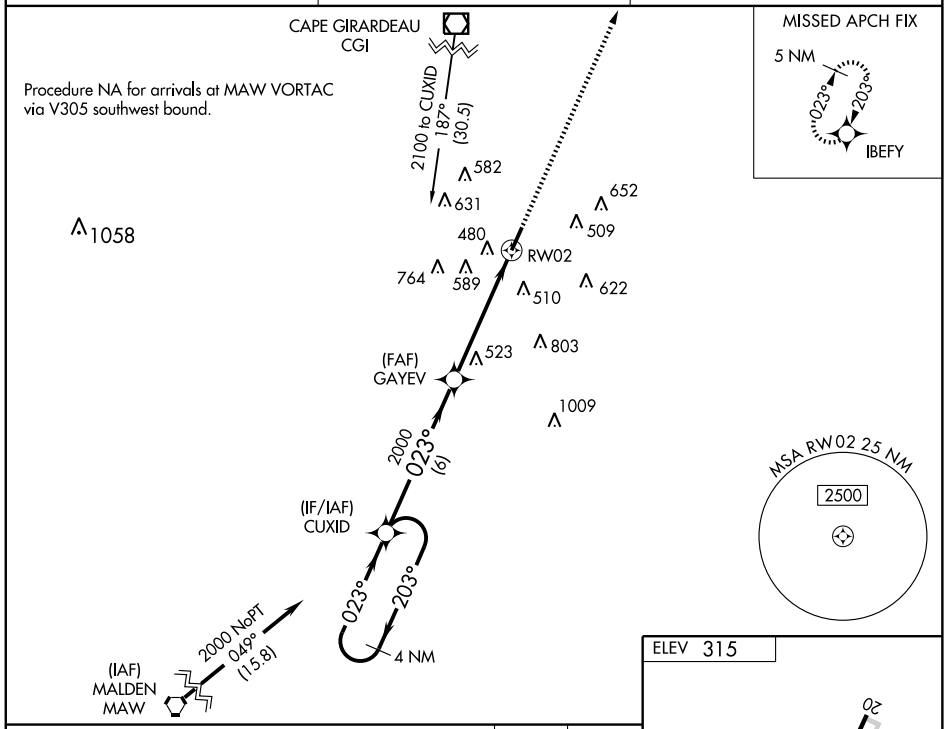
# RNAV (GPS) RWY 2
## SIKESTON MEMORIAL MUNI (SIK)

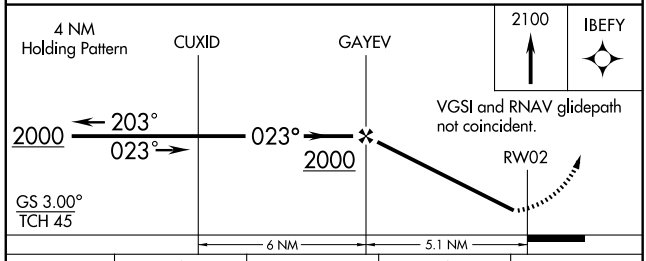
T A NA

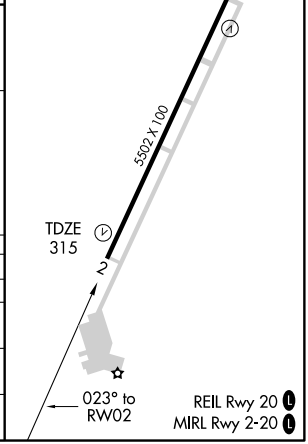
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs/MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct IBEFY and hold.

| AWOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.175 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 565-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 840-1 525 (600-1) | | 840-1½ 525 (600-1½) | NA |
| CIRCLING | 840-1 525 (600-1) | | 860-1½ 545 (600-1½) | NA |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 5502 |
|---|---|---|
| 203° | TDZE | 315 |
| | Apt Elev | 315 |

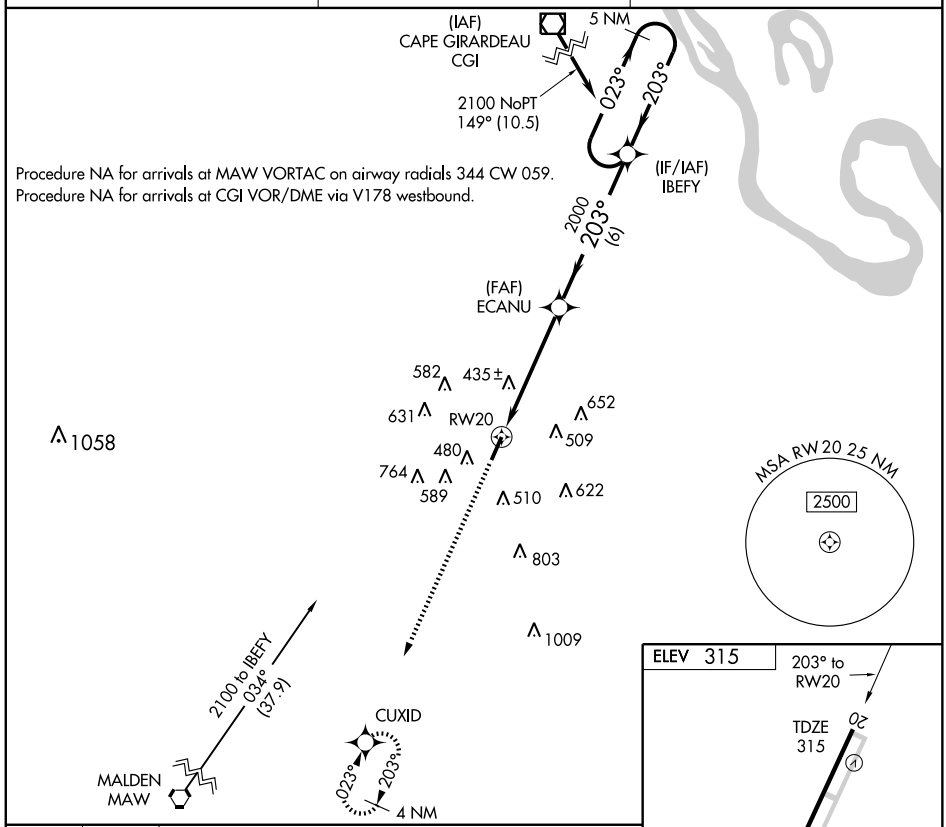
# RNAV (GPS) RWY 20
## SIKESTON MEMORIAL MUNI (SIK)

T
A NA

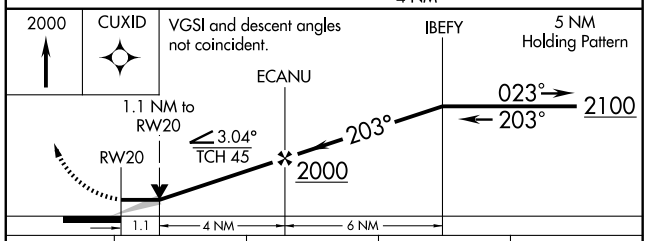
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.

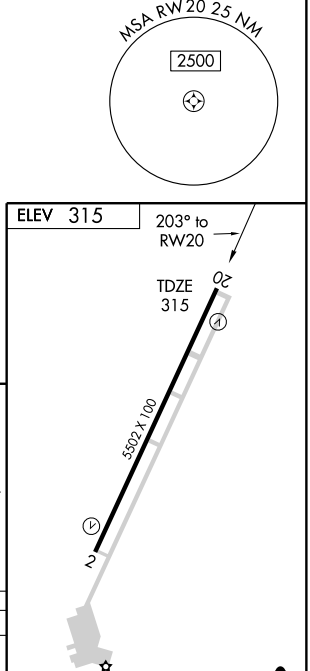
MISSED APPROACH: Climb to 2000 direct CUXID and hold.

| AWOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.175 | 133.65 292.15 | 122.8 (CTAF) L |




Procedure NA for arrivals at MAW VORTAC on airway radials 344 CW 059.
Procedure NA for arrivals at CGI VOR/DME via V178 westbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 385 (400-1) | | | NA |
| CIRCLING | 840-1 525 (600-1) | | 860-1½ 545 (600-1½) | NA |

| VOR/DME MAW | APP CRS | Rwy ldg | 5502 |
|---|---|---|---|
| 111.2 | 036° | TDZE | 315 |
| Chan 49 | | Apt Elev | 315 |

# VOR/DME RWY 2
## SIKESTON MEMORIAL MUNI (SIK)

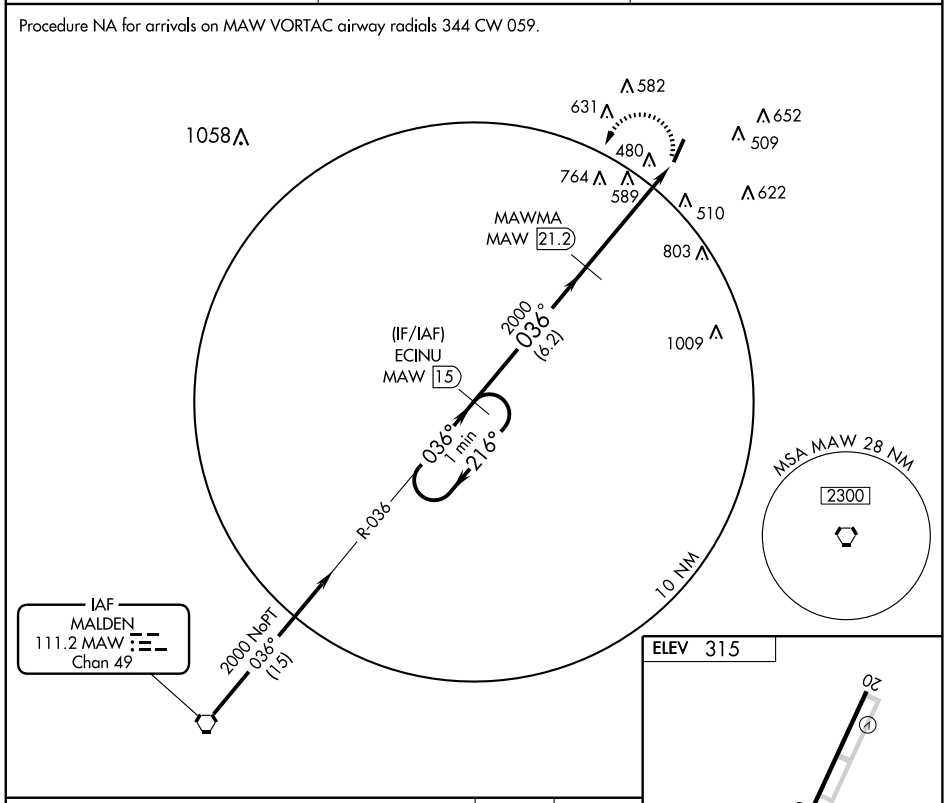
T NA

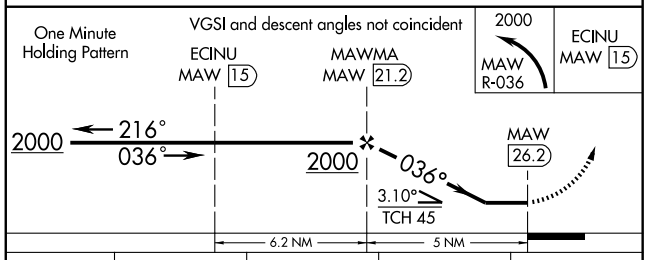
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.
Visibilty reduction by helicopters NA.

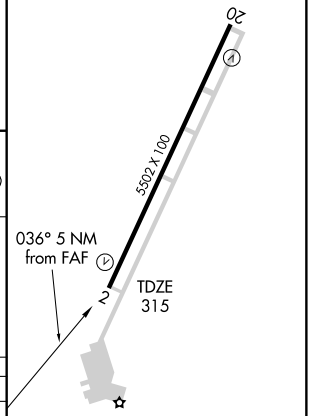
MISSED APPROACH: Climbing left turn to 2000 via MAW R-036 to ECINU/15 DME and hold.

| AWOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.175 | 133.65 292.15 | 122.8 (CTAF) L |

Procedure NA for arrivals on MAW VORTAC airway radials 344 CW 059.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1020-1<br>705 (800-1) | 1020-1¼<br>705 (800-1¼) | 1020-2<br>705 (800-2) | NA |
| CIRCLING | 1020-1<br>705 (800-1) | 1020-1¼<br>705 (800-1¼) | 1020-2<br>705 (800-2) | NA |

REIL Rwy 20 L
MIRL Rwy 2-20 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME CGI | APP CRS | Rwy ldg | 5502 |
|---|---|---|---|
| 112.9 | 177° | TDZE | 315 |
| Chan 76 | | Apt Elev | 315 |

# VOR RWY 20

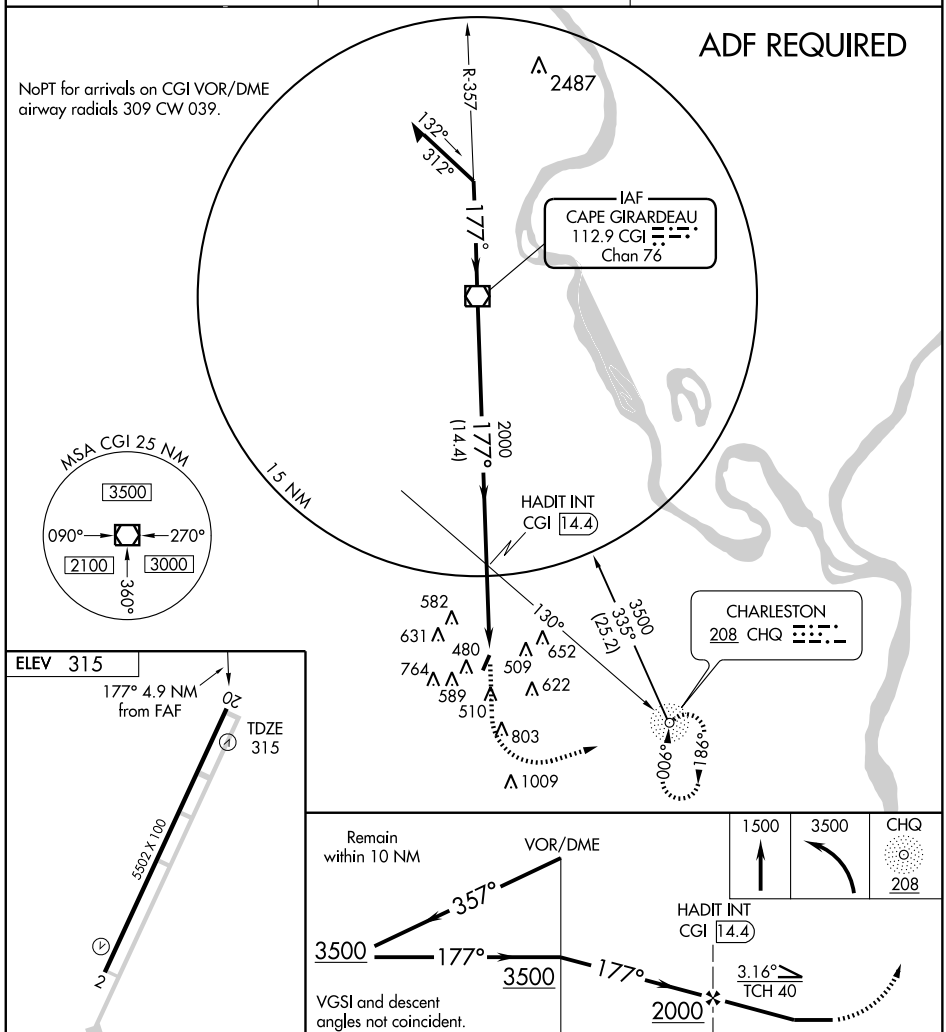
## SIKESTON MEMORIAL MUNI (SIK)

T
NA

Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct CHQ NDB and hold.

| AWOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.175 | 133.65 292.15 | 122.8 (CTAF) L |




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

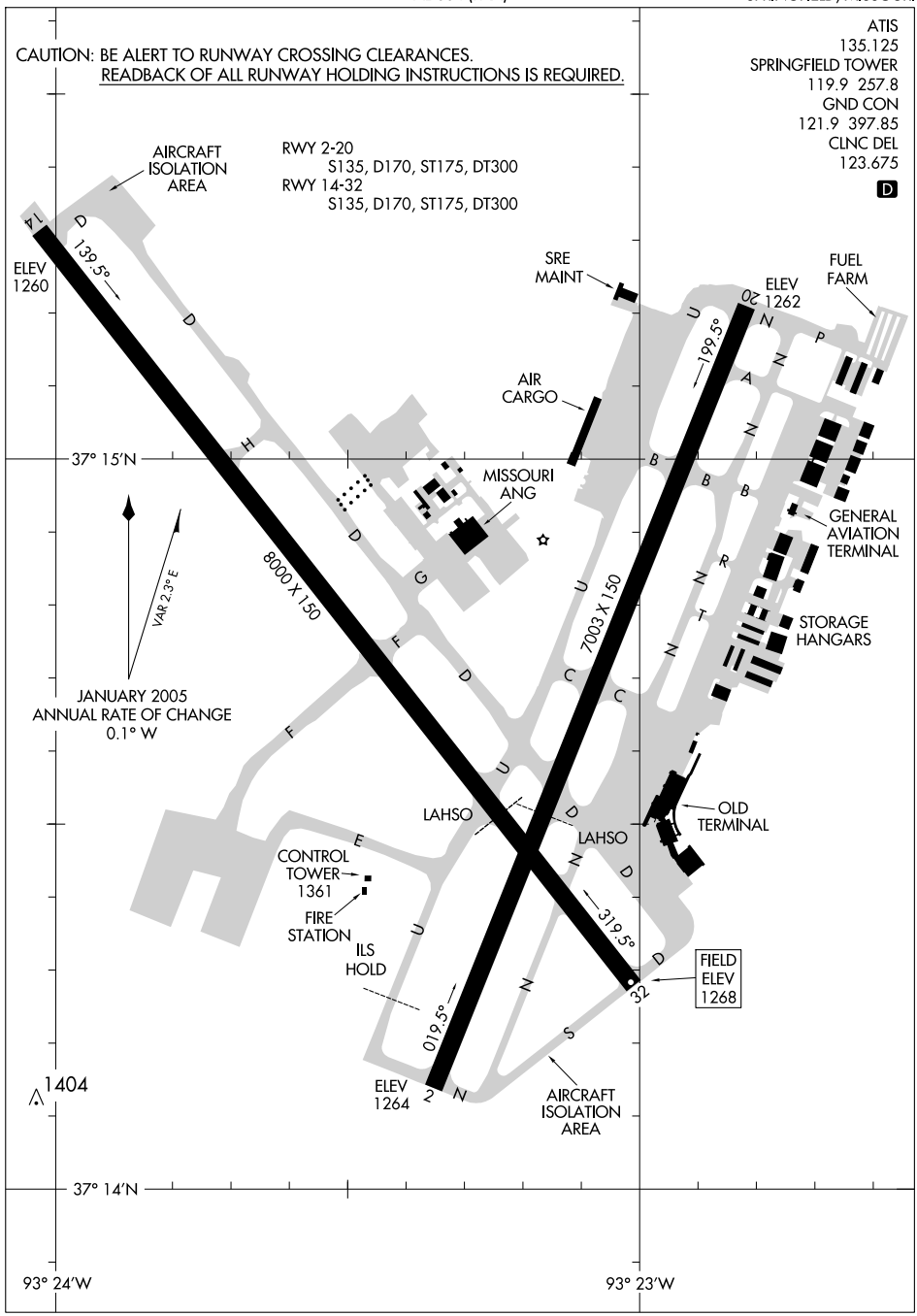
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 800-1 485 (500-1) | | 800-1¼ 485 (500-1¼) | 800-1½ 485 (500-1½) |
| CIRCLING | 880-1 565 (600-1) | | 920-1¾ 605 (700-1¾) | 920-2 605 (700-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-604 (FAA)

SPRINGFIELD-BRANSON NATIONAL (SGF)
SPRINGFIELD, MISSOURI



# HI-TACAN RWY 20

| VORTAC SGF 116.9 Chan 116 | APCH CRS 196° | Rwy ldg 7003 TDZE 1262 Arpt Elev 1268 |
|---|---|---|

JAL-604 [USAF]

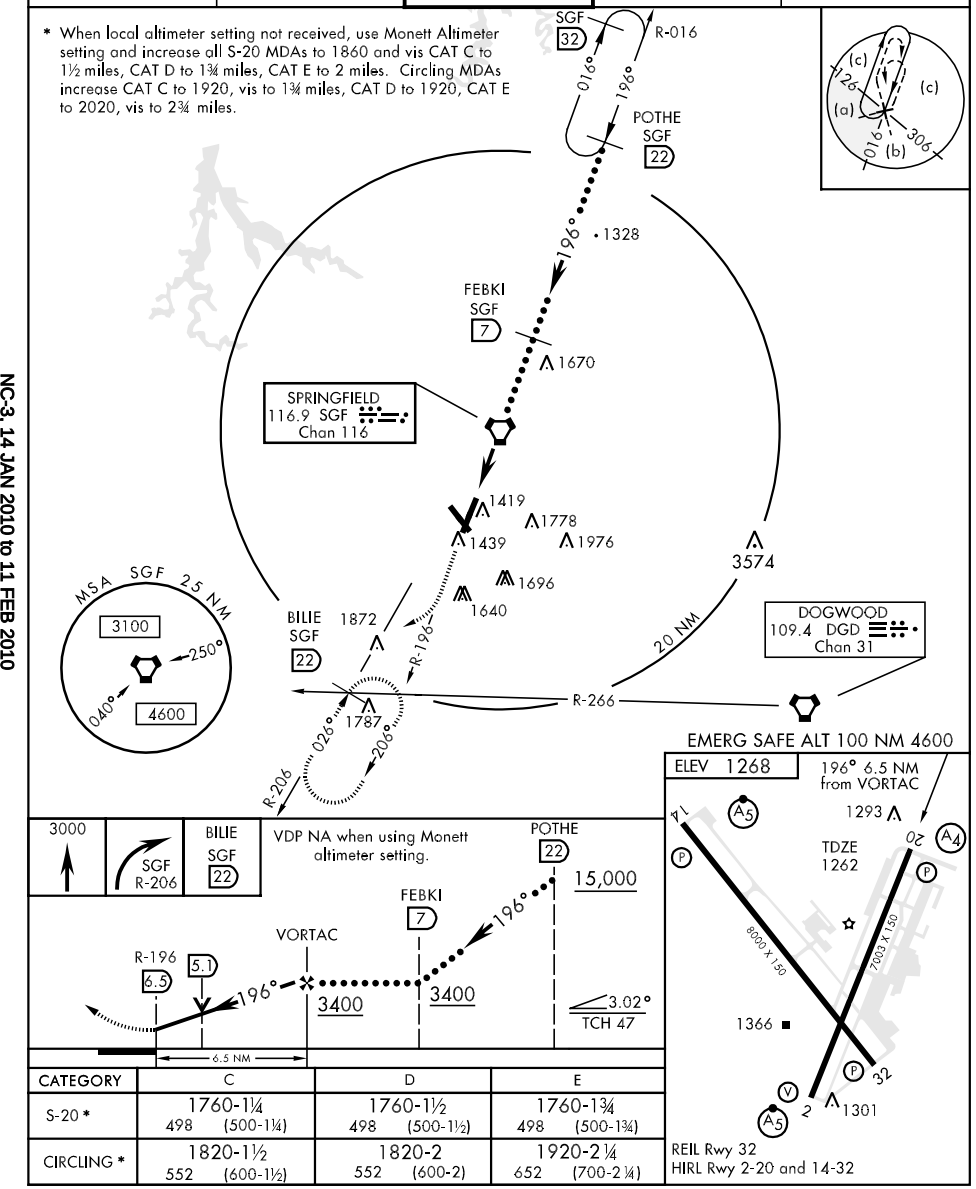
SPRINGFIELD-BRANSON NATIONAL (KSGF)

MALS A4

MISSED APPROACH: Climb to 3000 then right turn via SGF VORTAC R-206 to BILIE INT/SGF 22 DME and hold.

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |

* When local altimeter setting not received, use Monett Altimeter setting and increase all S-20 MDAs to 1860 and vis CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. Circling MDAs increase CAT C to 1920, vis to 1¾ miles, CAT D to 1920, CAT E to 2020, vis to 2¾ miles.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-20 * | 1760-1¼ 498 (500-1¼) | 1760-1½ 498 (500-1½) | 1760-1¾ 498 (500-1¾) |
| CIRCLING * | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) | 1920-2¼ 652 (700-2¼) |

REIL Rwy 32
HIRL Rwy 2-20 and 14-32

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-SGF | APP CRS | Rwy ldg | 6893 |
|---|---|---|---|
| 109.9 | 019° | TDZE | 1265 |
| | | Apt Elev | 1268 |

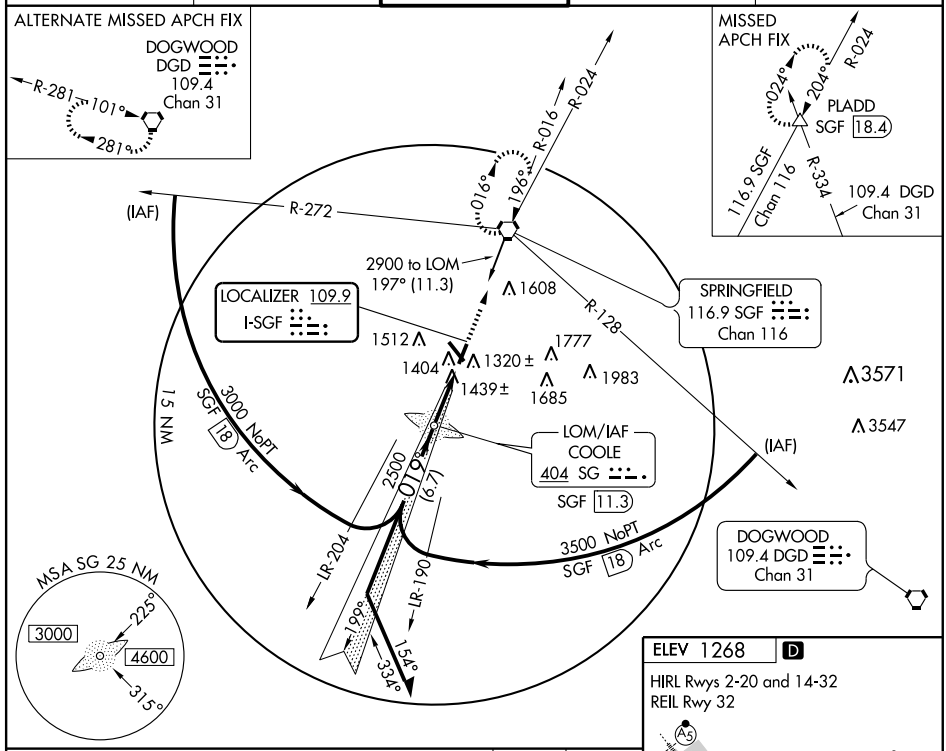
# ILS or LOC RWY 2
## SPRINGFIELD-BRANSON NATIONAL (SGF)

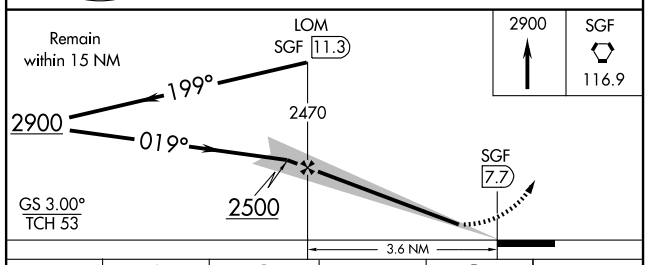
For inoperative MALSR, increase S-ILS 2 Cat E visibility to ¾ and S-LOC 2 Cat E to 1½.
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

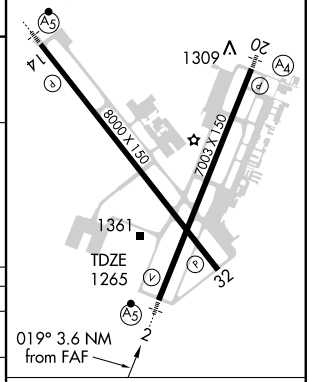
MALSR A5

MISSED APPROACH: Climb to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD Int and hold N, right turn 204° inbound).

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 2 | * 1465/24 200 (200-½) | | | | |
| S-LOC 2 | 1700/40 435 (500-¾) | | | 1700/50 435 (500-1) | |
| CIRCLING | 1740-1 472 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) | 1920-2¼ 652 (700-2¼) |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

NC-3, 14 JAN 2010 to 11 FEB 2010

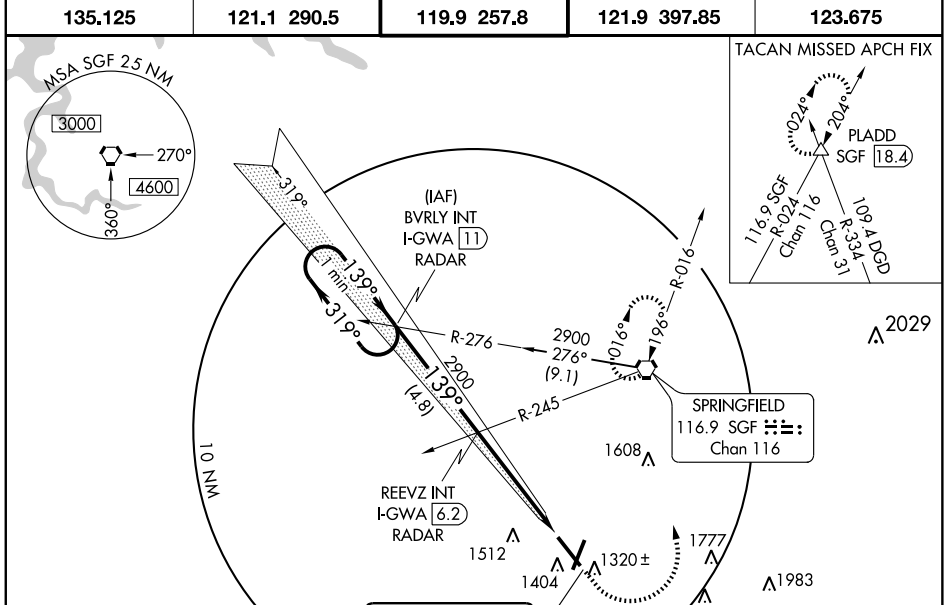
| LOC/DME I-GWA 109.7 Chan 34 | APP CRS 139° | Rwy ldg 8000 TDZE 1262 Apt Elev 1268 |
|---|---|---|

# ILS or LOC RWY 14
## SPRINGFIELD-BRANSON NATIONAL (SGF)

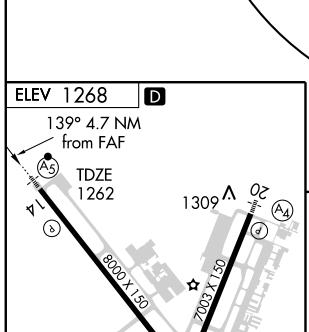
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD INT and hold N, right turns, 204° inbound).

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |

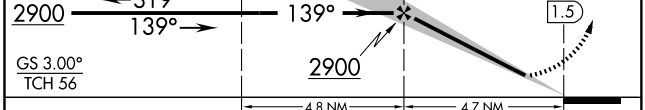



DME or RADAR REQUIRED




REIL Rwy 32
HIRL Rwys 2-20 and 14-32

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 1462-½ 200 (200-½) | | | |
| S-LOC 14 | 1620-½ 358 (400-½) | | | 1620-¾ 358 (400-¾) |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) |

| WAAS CH 86214 W02A | APP CRS 019° | Rwy ldg 6893<br>TDZE 1265<br>Apt Elev 1268 |
|---|---|---|

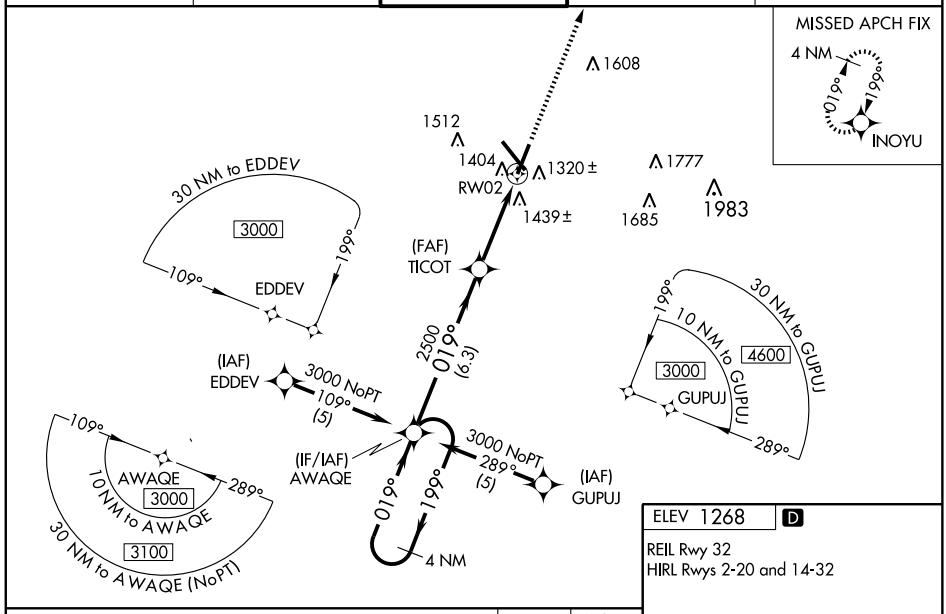
# RNAV (GPS) RWY 2
## SPRINGFIELD-BRANSON NATIONAL (SGF)

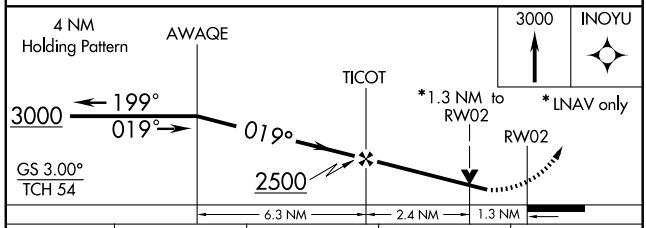
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet, increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¾ miles, and Cat D to 2 miles.
For inoperative MALSR, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 direct INOYU and hold.

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |

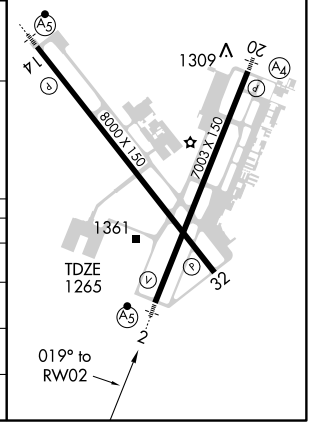



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1590/40 325 (400-¾) | | | |
| LNAV/VNAV DA | 1754/60 489 (500-1¼) | | | |
| LNAV MDA | 1720/40 455 (500-¾) | | | 1720/50 455 (500-1) |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) |

ELEV 1268 D

REIL Rwy 32
HIRL Rwys 2-20 and 14-32



| APP CRS | Rwy ldg | 8000 |
|---|---|---|
| 139° | TDZE | 1262 |
| | Apt Elev | 1268 |

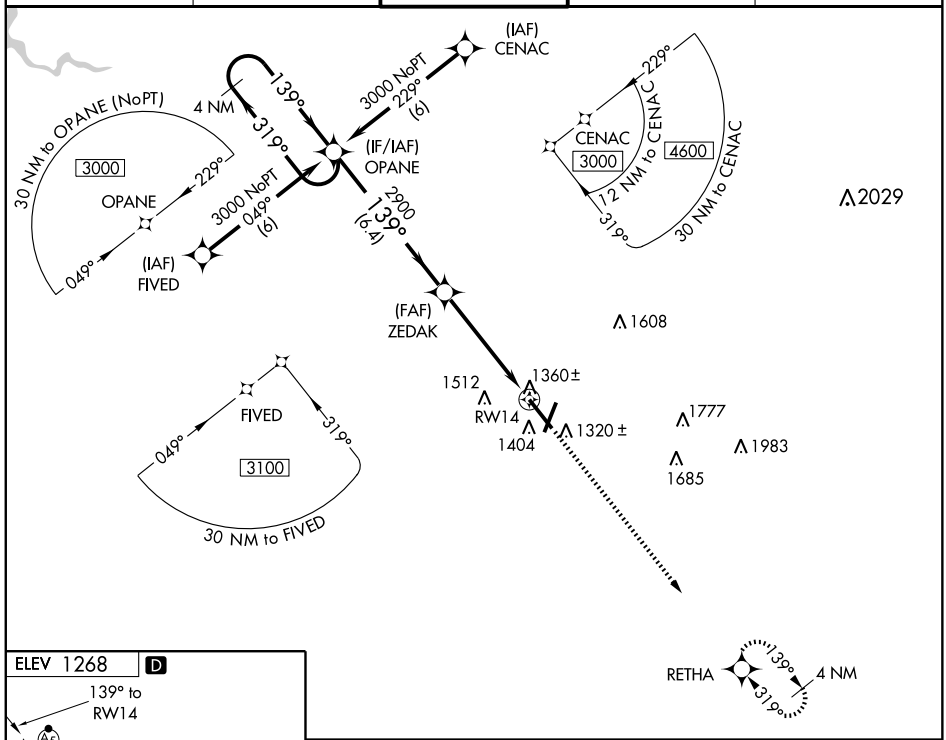
# RNAV (GPS) RWY 14
## SPRINGFIELD-BRANSON NATIONAL (SGF)

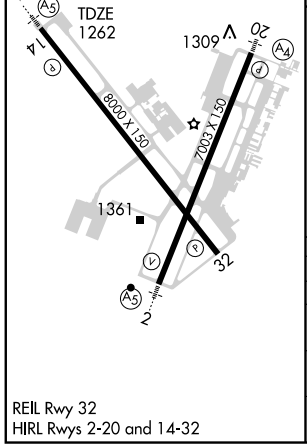
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP- 0.3 NA.

MALSR

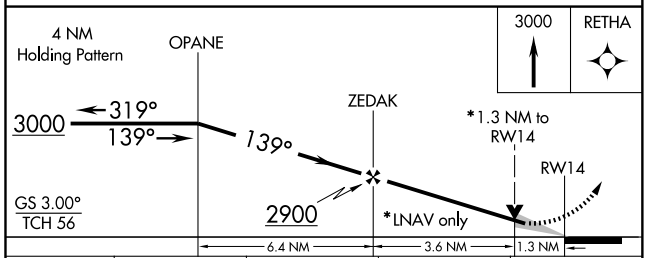
MISSED APPROACH: Climb to 3000 direct RETHA WP and hold.

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |




REIL Rwy 32
HIRL Rwys 2-20 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1620-¾ 358 (400-¾) | | | |
| LNAV MDA | 1720-½ 458 (500-½) | | 1720-¾ 458 (500-¾) | 1720-1 458 (500-1) |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 65613 W20A | APP CRS 199° | Rwy ldg 7003 TDZE 1262 Apt Elev 1268 |
|---|---|---|

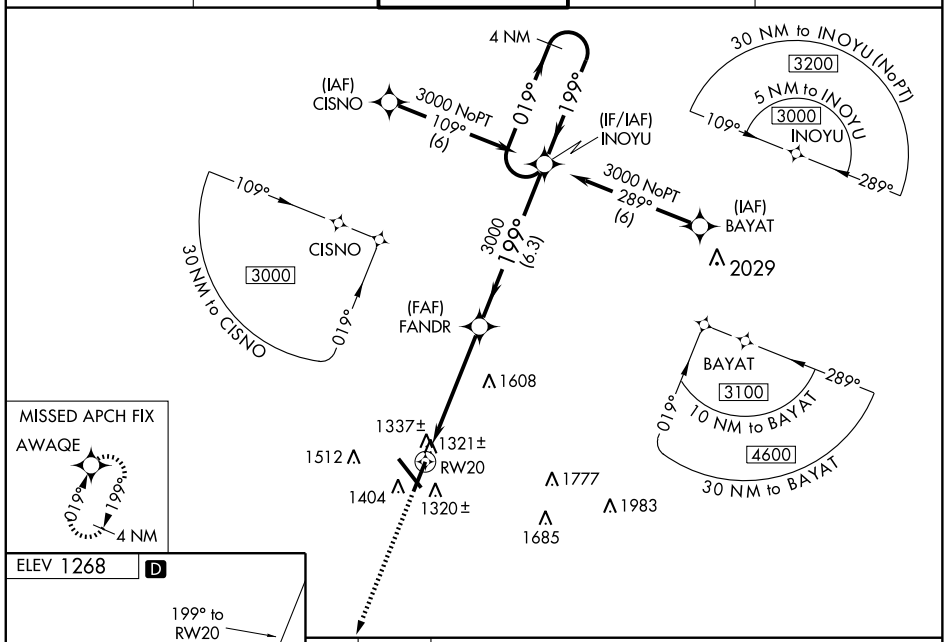
# RNAV (GPS) RWY 20
## SPRINGFIELD-BRANSON NATIONAL (SGF)

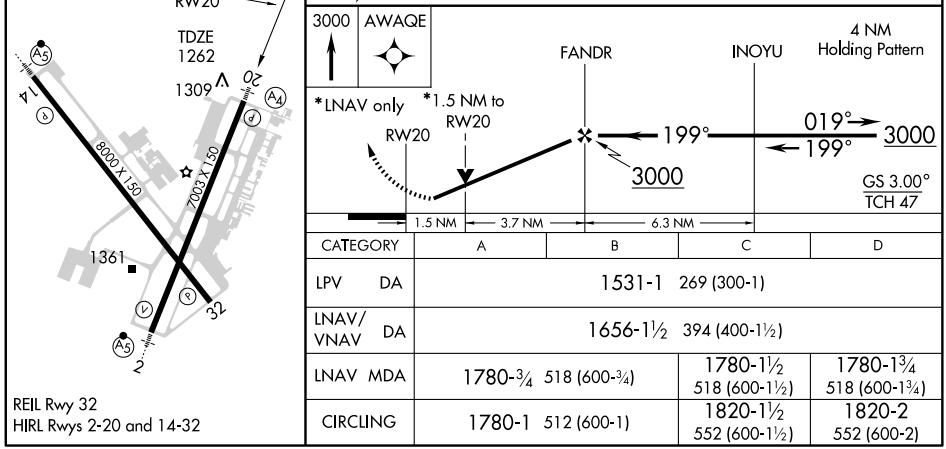
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and increase all MDAs 100 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV all Cats ¼ mile, increase LNAV Cats C and D ¼ mile, increase Circling Cat C ¼ mile.

MALS A4

MISSED APPROACH: Climb to 3000 direct AWAQE and hold.

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1531-1 269 (300-1) | | | |
| LNAV/VNAV DA | 1656-1½ 394 (400-1½) | | | |
| LNAV MDA | 1780-¾ 518 (600-¾) | | 1780-1½ 518 (600-1½) | 1780-1¾ 518 (600-1¾) |
| CIRCLING | 1780-1 512 (600-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) |

| APP CRS | Rwy ldg | 8000 |
|---|---|---|
| 319° | TDZE | 1267 |
| | Apt Elev | 1268 |

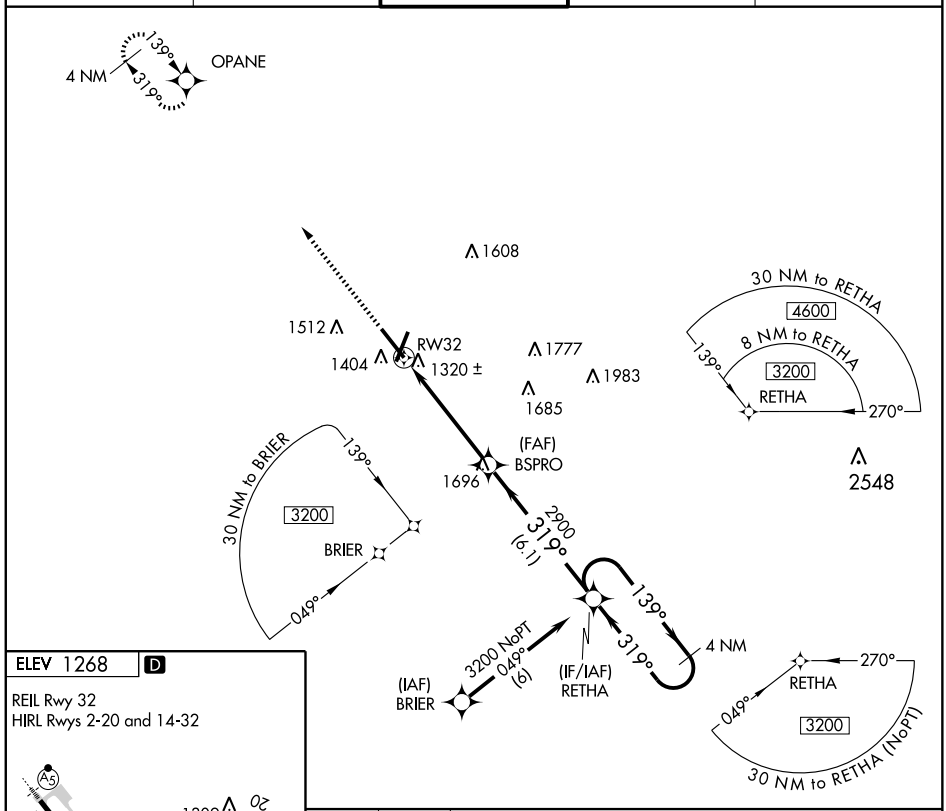
# RNAV (GPS) RWY 32
## SPRINGFIELD-BRANSON NATIONAL (SGF)

T
A NA

DME/DME RNP- 0.3 NA.

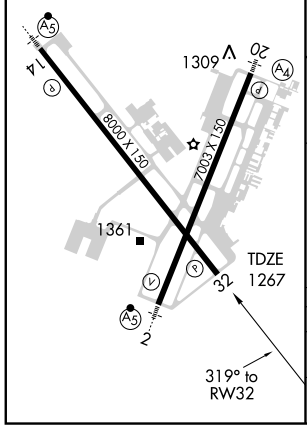
MISSED APPROACH: Climb to 3000 direct OPANE WP and hold.

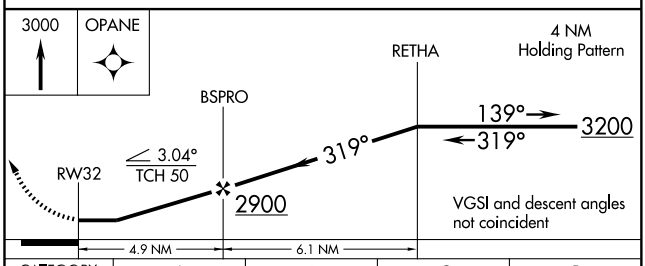
| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |




ELEV 1268 D

REIL Rwy 32
HIRL Rwys 2-20 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1740-1 473 (500-1) | | 1740-1¼ 473 (500-1¼) | 1740-1½ 473 (500-1½) |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC SGF 116.9 Chan 116 | APP CRS 016° | Rwy ldg 6893<br>TDZE 1265<br>Apt Elev 1268 |
|---|---|---|

# VOR/DME or TACAN RWY 2

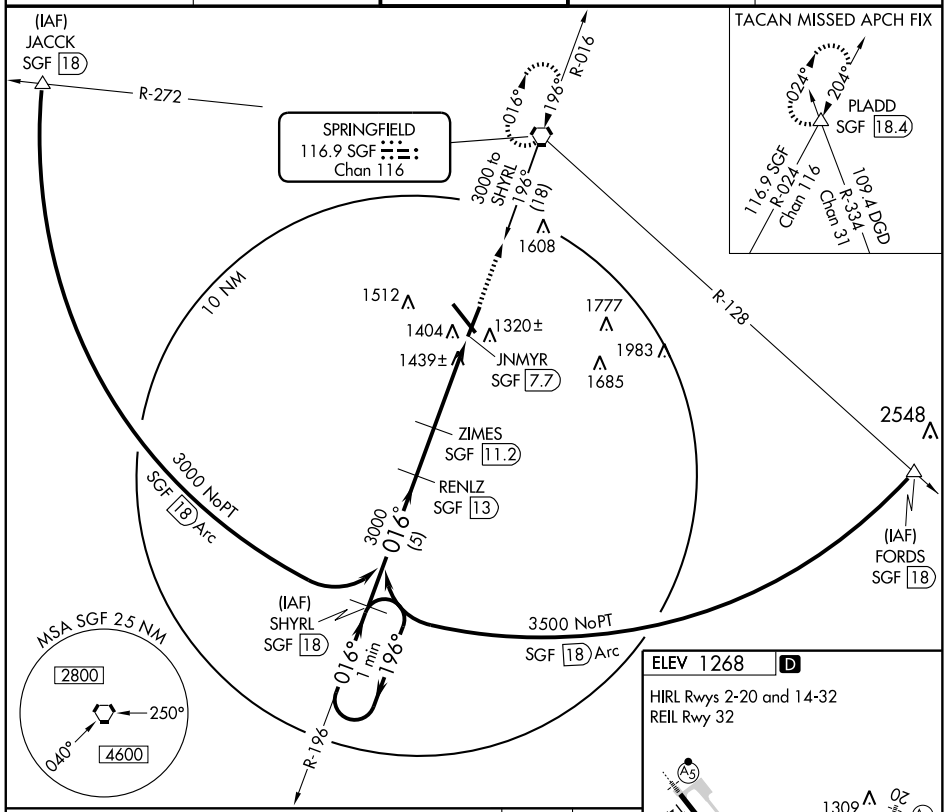
## SPRINGFIELD-BRANSON NATIONAL (SGF)

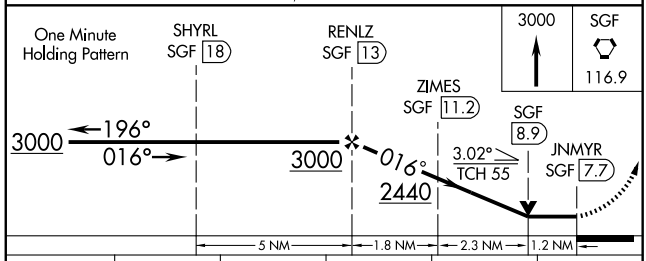
For inoperative MALSR, increase S-2 Cat A and B visibility to RVR 5000 and Cat E to 1½.

MALSR A5

MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue via SGF R-204 to PLADD INT and hold, N, right turns, 204° inbound).

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |

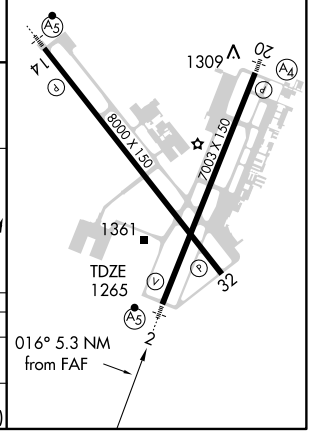



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-2 | 1700/40 435 (500-¾) | | | 1700/50 435 (500-1) | |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) | 1920-2¼ 652 (700-2¼) |

ELEV 1268 D

HIRL Rwys 2-20 and 14-32
REIL Rwy 32




NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC SGF 116.9 Chan 116 | APP CRS 196° | Rwy ldg 7003 TDZE 1262 Apt Elev 1268 |
|---|---|---|

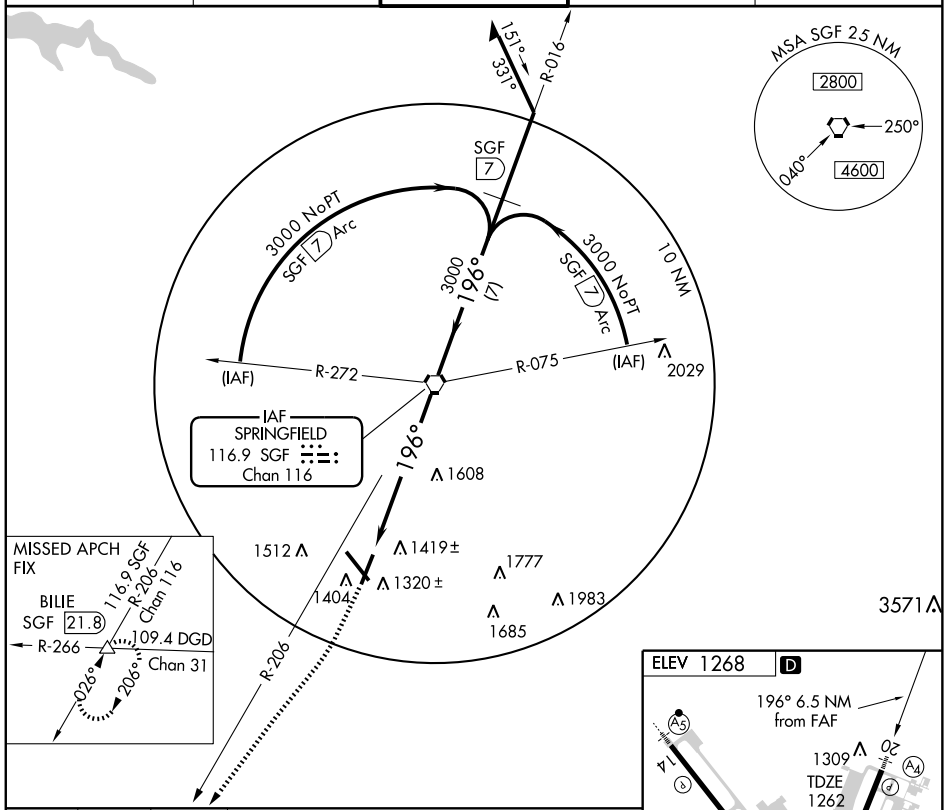
# VOR or TACAN RWY 20
## SPRINGFIELD-BRANSON NATIONAL (SGF)

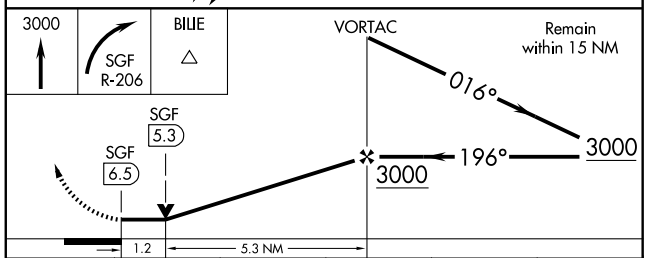
T A Inoperative table does not apply to Cat C.

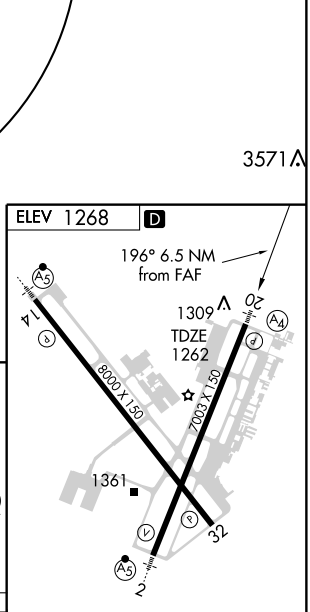
MALS

MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BILIE INT/SGF 21.8 DME and hold.

| ATIS | SPRINGFIELD APP CON | SPRINGFIELD TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.125 | 121.1 290.5 | 119.9 257.8 | 121.9 397.85 | 123.675 |




REIL Rwy 32
HIRL Rwys 2-20 and 14-32

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-20 | 1700-¾ 438 (500-¾) | | 1700-1¼ 438 (500-1¼) | 1700-1½ 438 (500-1½) | |
| CIRCLING | 1760-1 492 (500-1) | | 1820-1½ 552 (600-1½) | 1820-2 552 (600-2) | 1920-2¼ 652 (700-2¼) |

FAF to MAP 6.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:30 | 4:20 | 3:15 | 2:36 | 2:10 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC STL 117.4 Chan 121 | APP CRS 060° | Rwy ldg 3451<br>TDZE 442<br>Apt Elev 442 |
|---|---|---|

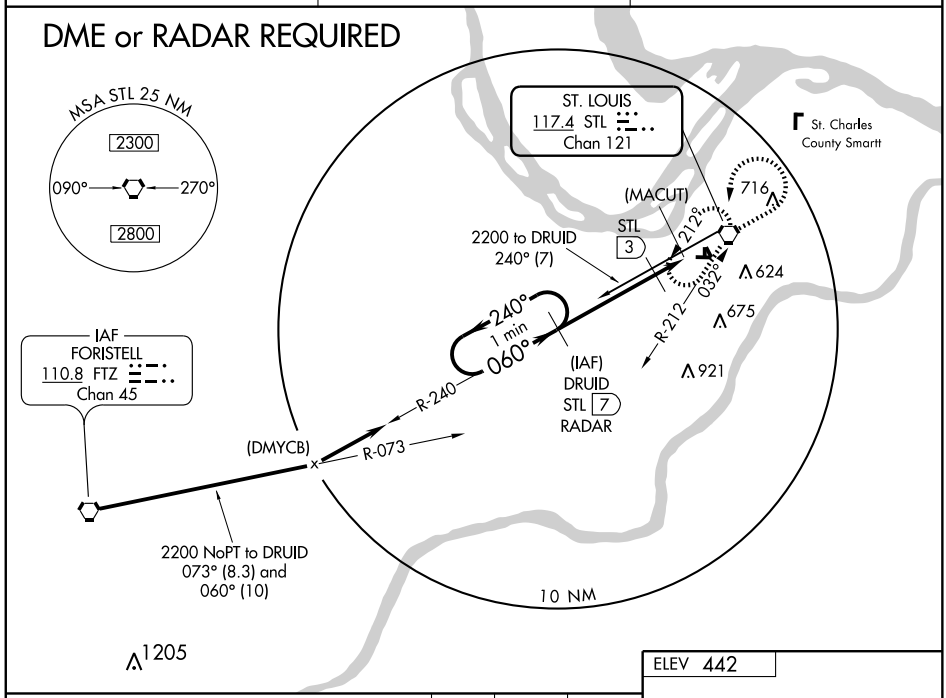
# VOR or GPS RWY 9
## ST. CHARLES (3SQ)

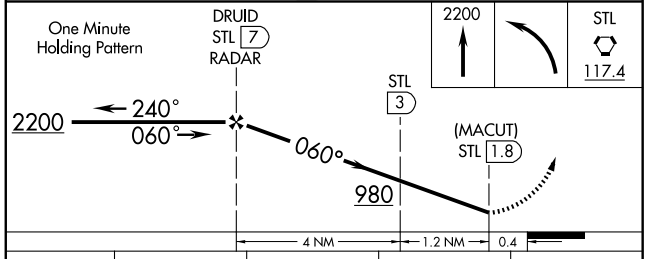
NA

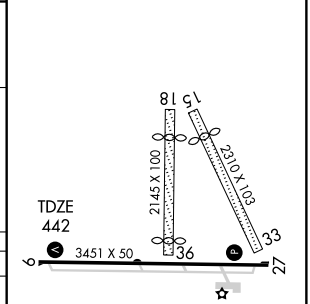
Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2200 then left turn direct STL VORTAC and hold.

| ST. LOUIS APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 124.2 353.9 | 120.15 | 123.0 (CTAF) L |




LIRL Rwy 9-27

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 980-1 538 (600-1) | | 980-1½ 538 (600-1½) | NA |
| CIRCLING | 980-1 538 (600-1) | 1000-1 558 (600-1) | 1000-1½ 558 (600-1½) | NA |
| DME MINIMUMS | | | | |
| S-9 | 860-1 418 (500-1) | | 860-1¼ 418 (500-1¼) | NA |
| CIRCLING | 900-1 458 (500-1) | 1000-1 558 (600-1) | 1000-1½ 558 (600-1½) | NA |

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3800 |
|---|---|---|
| 180° | TDZE | 436 |
| | Apt Elev | 436 |

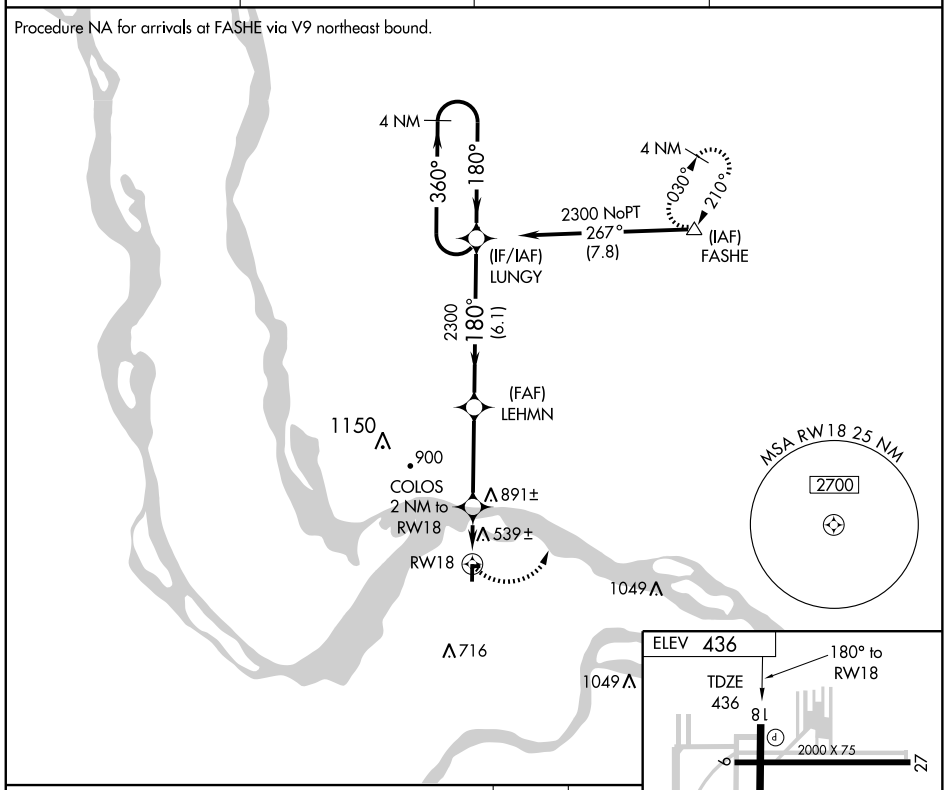
# RNAV (GPS) RWY 18
## ST. CHARLES COUNTY SMARTT (SET)

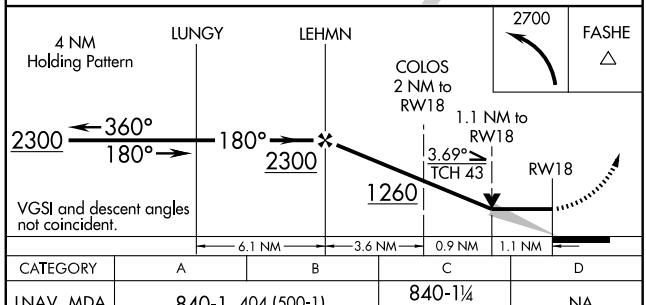
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
VDP NA with Lambert-St Louis Intl altimeter setting.

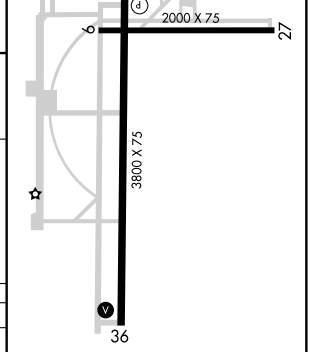
MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.

| ASOS | ST. LOUIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.075 | 124.2 353.9 | 121.6 | 122.7 (CTAF) L |

Procedure NA for arrivals at FASHE via V9 northeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 404 (500-1) | | 840-1¼ 404 (500-1¼) | NA |
| CIRCLING | 840-1 404 (500-1) | 900-1 464 (500-1) | 900-1½ 464 (500-1½) | NA |

REIL Rwy 18
MIRL Rwys 9-27 and 18-36

NC-3. 14 JAN 2010 to 11 FEB 2010

| VORTAC STL 117.4 Chan 121 | APP CRS 208° | Rwy ldg 3800<br>TDZE 436<br>Apt Elev 436 |
|---|---|---|

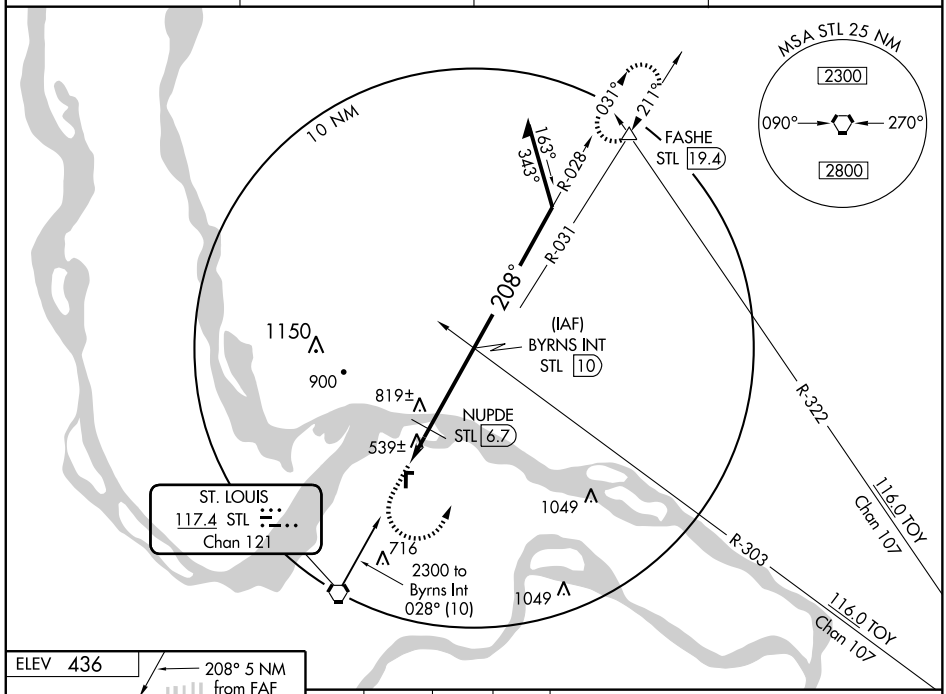
# VOR RWY 18

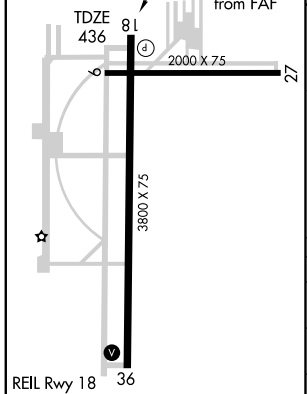
## ST. CHARLES COUNTY SMARTT (SET)

If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
Straight-in minimums NA with Lambert-St. Louis altimeter setting.

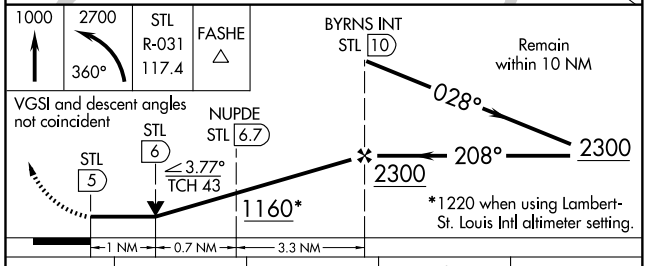
MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 via heading 360°and STL R-031 to FASHE INT/19.4 DME and hold.

| ASOS | ST. LOUIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.075 | 124.2 353.9 | 121.6 | 122.7 (CTAF) |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1160-1 724 (800-1) | | 1160-2 724 (800-2) | NA |
| CIRCLING | 1160-1 724 (800-1) | | 1160-2 724 (800-2) | NA |
| NUPDE FIX MINIMUMS | | | | |
| S-18 | 800-1 364 (400-1) | | | NA |
| CIRCLING | 840-1 404 (500-1) | 900-1 464 (500-1) | 900-1½ 464 (500-1½) | NA |

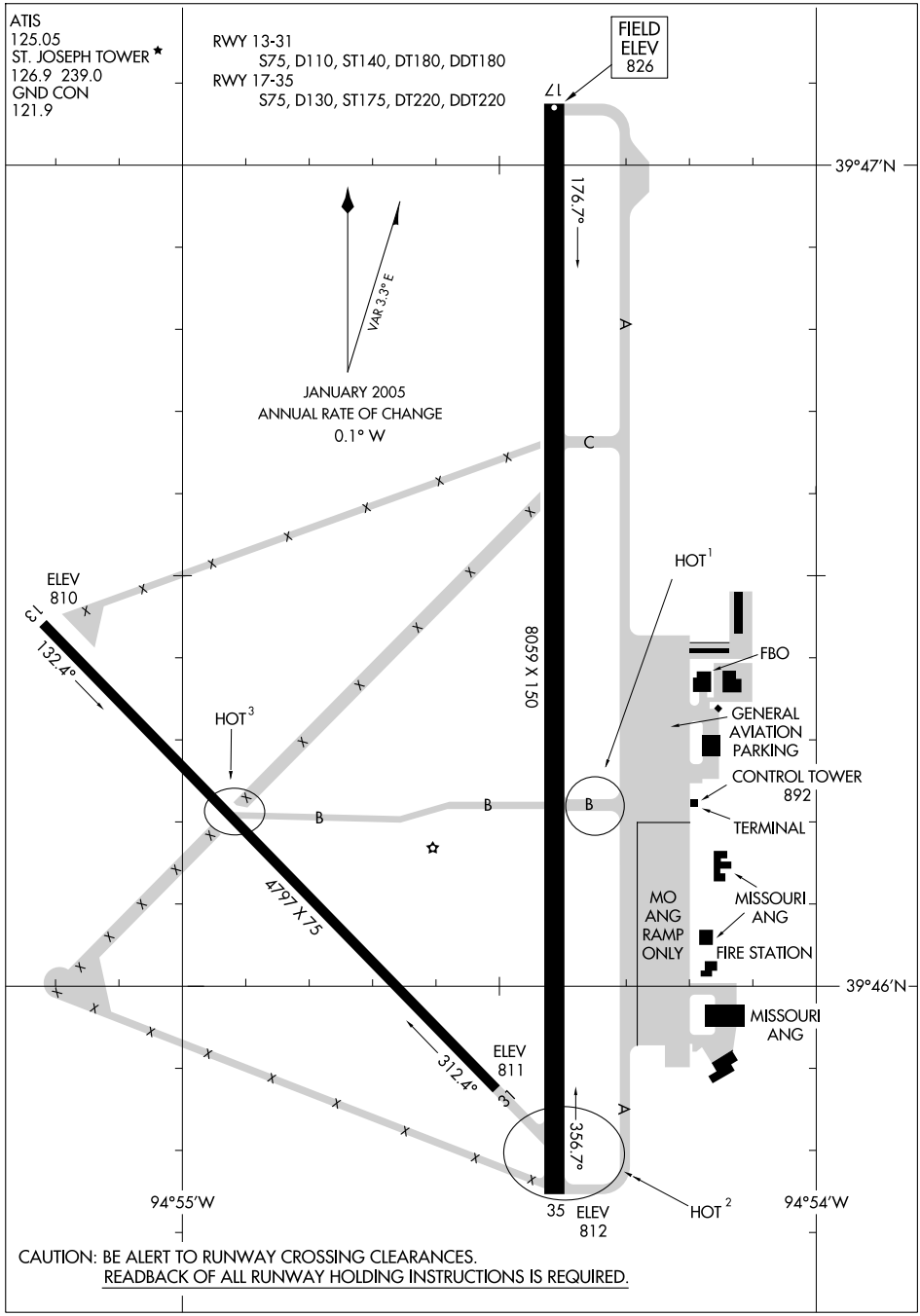
NC-3, 14 JAN 2010 to 11 FEB 2010

09351

# AIRPORT DIAGRAM

AL-359 (FAA)

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)
ST. JOSEPH, MISSOURI



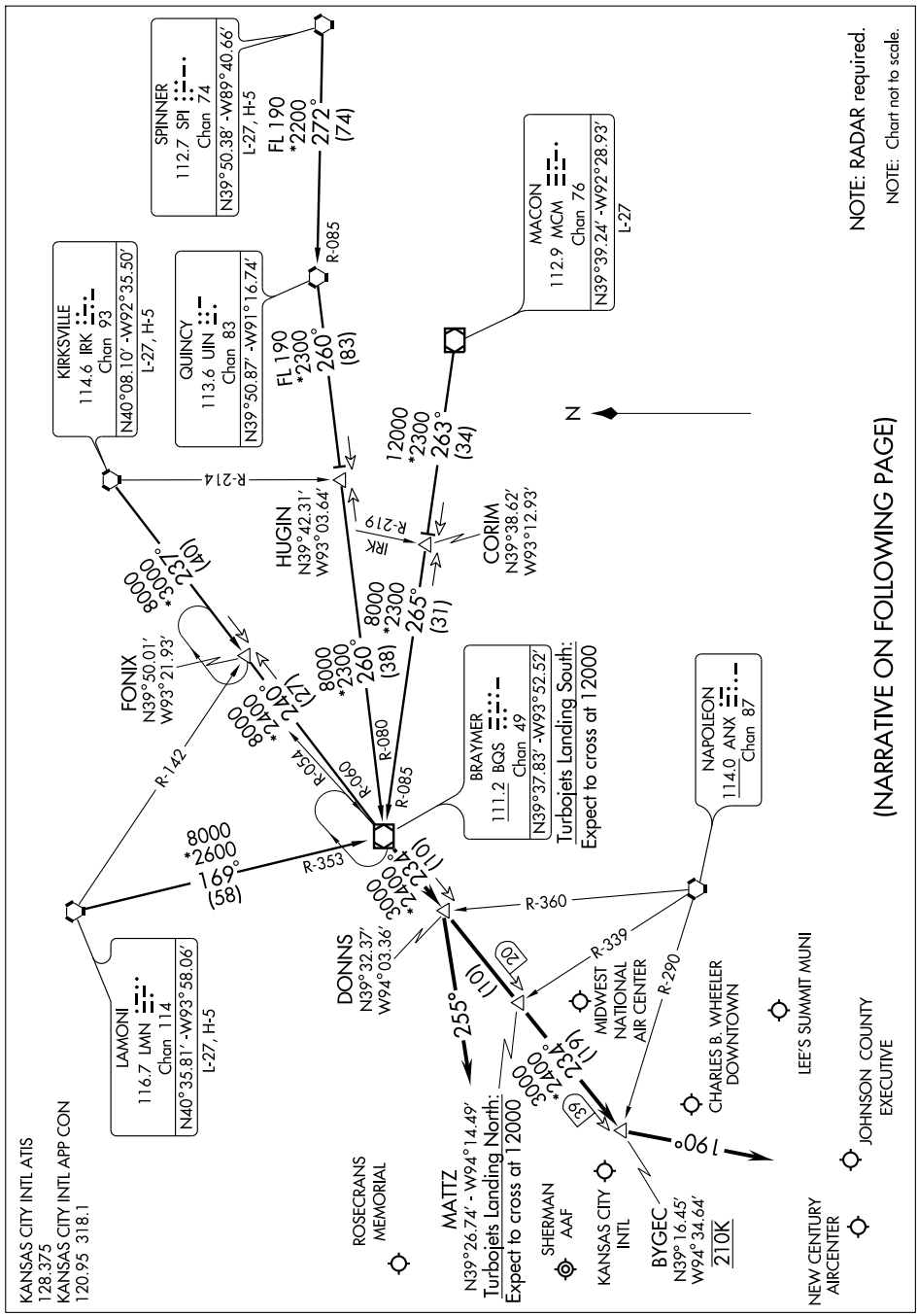

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 14 JAN 2010 to 11 FEB 2010

# BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

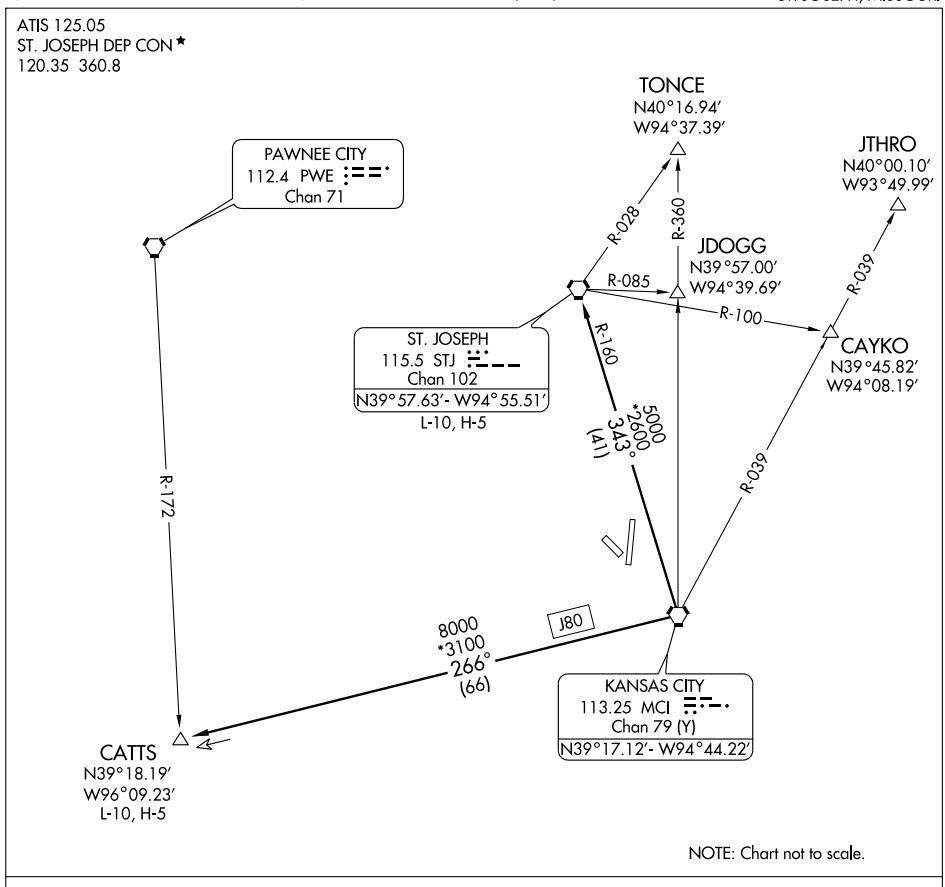
ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

# CHIEF THREE DEPARTURE

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)
SL-359 (FAA)
ST. JOSEPH, MISSOURI




## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

| LOC I-STJ | APP CRS | Rwy ldg | 8059 |
|---|---|---|---|
| 110.3 | 356° | TDZE | 814 |
| | | Apt Elev | 826 |

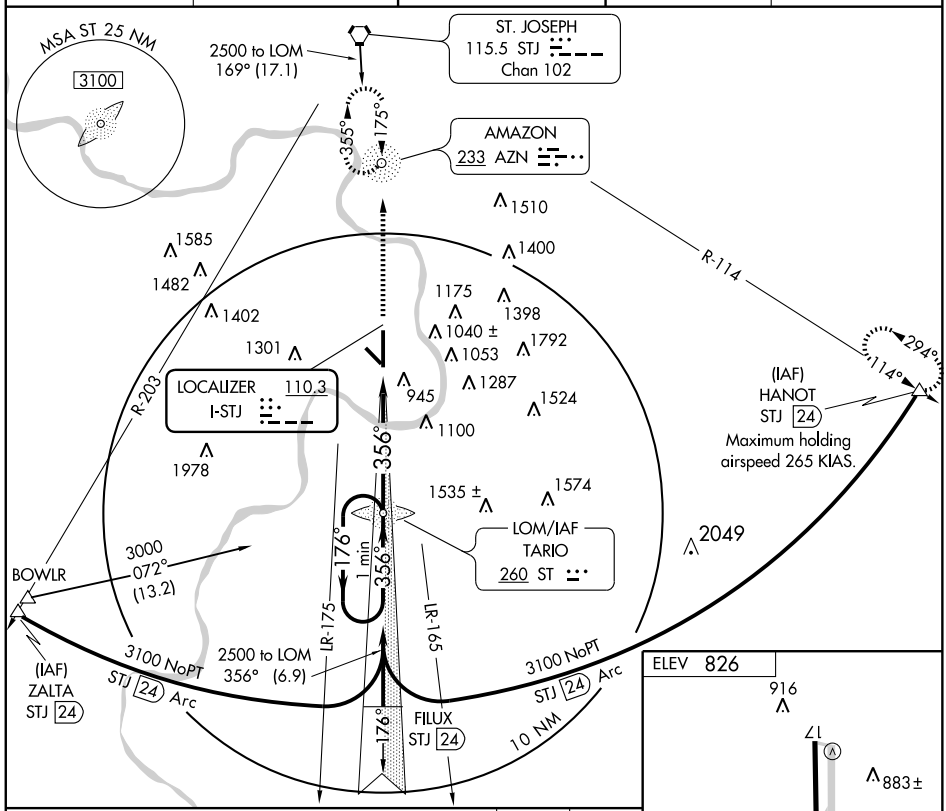
# ILS or LOC RWY 35

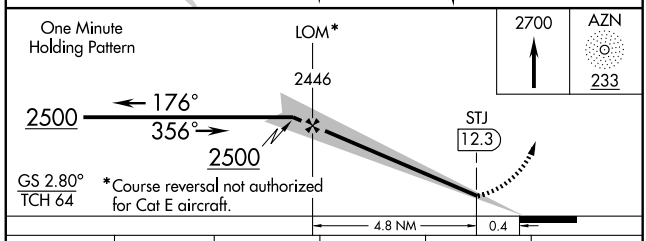
## ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

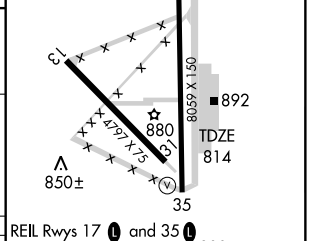
ADF or TACAN Required.
ASR/PAR

MISSED APPROACH: Climb to 2700 direct AZN NDB and hold. (TACAN aircraft climb to 2700 then climbing right turn to 3100 via STJ R-114 to HANOT/ 24 DME and hold NW, LT, 114° inbound).

| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) L 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35 | 1014/40 200 (200-¾) | | | | |
| S-LOC 35 | 1160/50 346 (400-1) | | | 1160/60 346 (400-1¼) | |
| CIRCLING | 1400-1 574 (600-1) | | 1400-1½ 574 (600-1½) | 1500-2¼ 674 (700-2¼) | 1760-3 934 (1000-3) |

FAF to MAP 4.8 NM

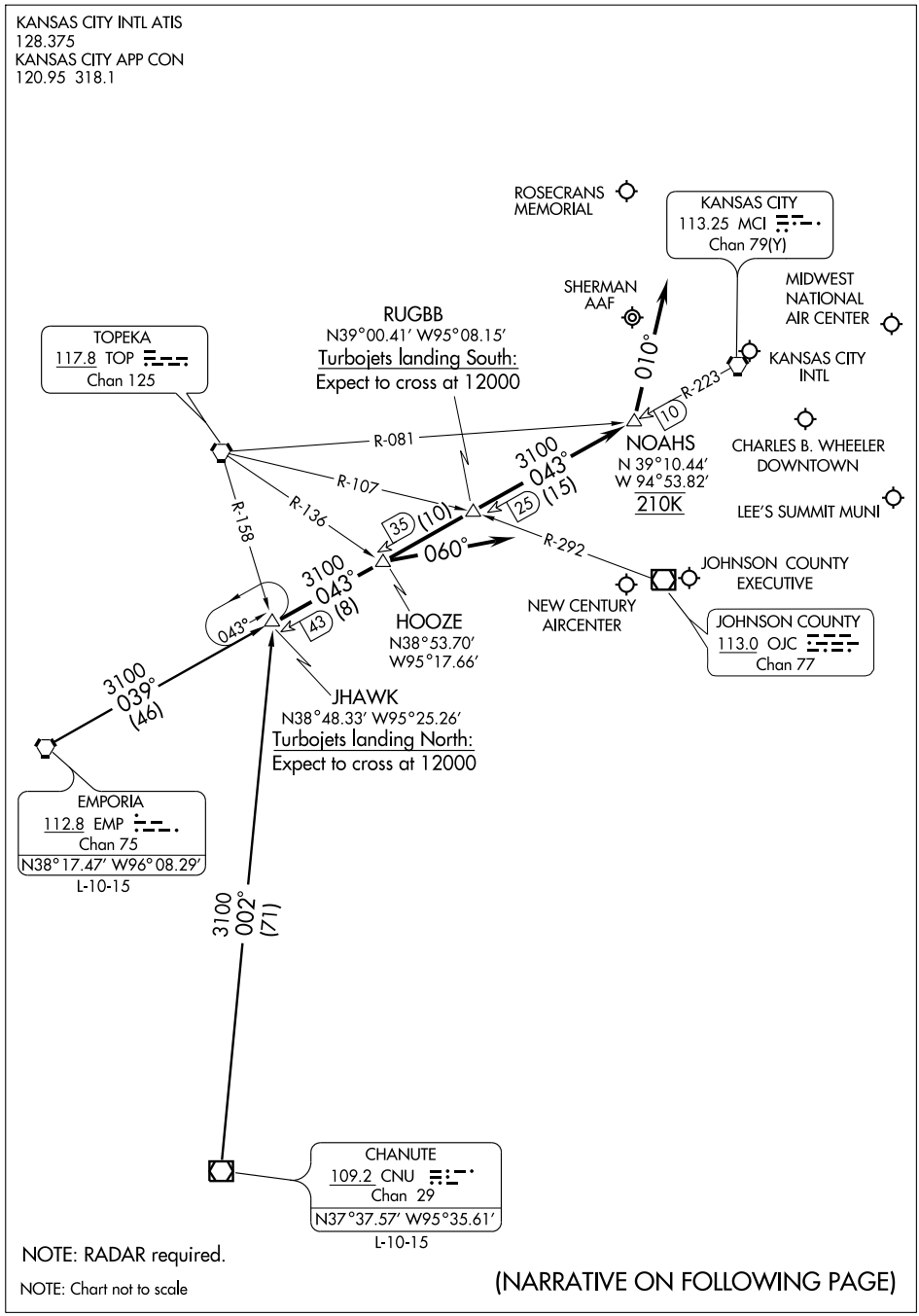
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

NC-3, 14 JAN 2010 to 11 FEB 2010

# JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1




NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

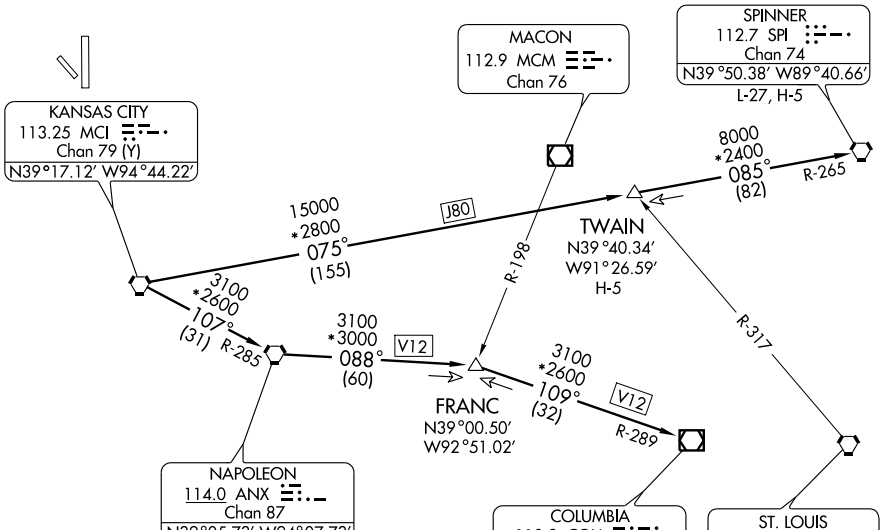
....Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

# LAKES FIVE DEPARTURE

SL-359 (FAA)

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8




TAKE-OFF MINIMUMS

Rwy 13, 17, 35: Standard.
Rwy 31: 400-2¼ or standard with minimum climb of 325′ per NM to 1300′.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Tree 3394′ from DER, 655′ left of centerline, 100′ AGL/919′ MSL.
Rwy 17: Trees beginning 2691′ from DER, across courseline, up to 109′ AGL/928′ MSL.
Rwy 31: Trees beginning 1.18 NM from DER, 986′ left of centerline, up to 100′ AGL/1139′ MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-STJ | APP CRS | Rwy ldg | 8059 |
|---|---|---|---|
| 110.3 | 176° | TDZE | 826 |
| | | Apt Elev | 826 |

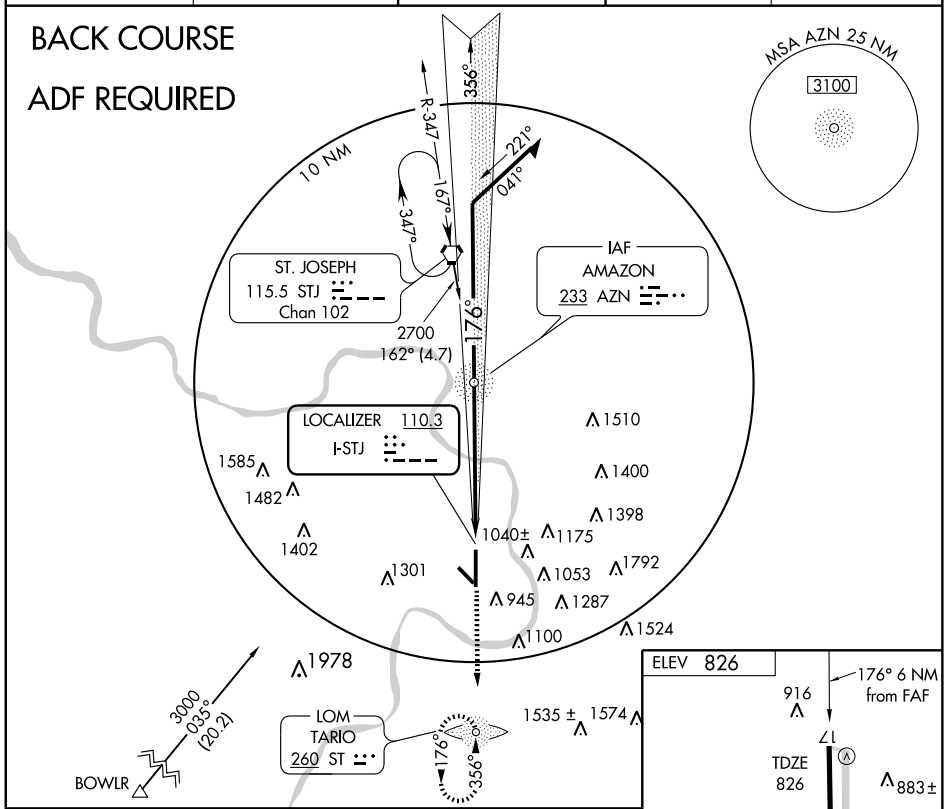
# LOC BC RWY 17

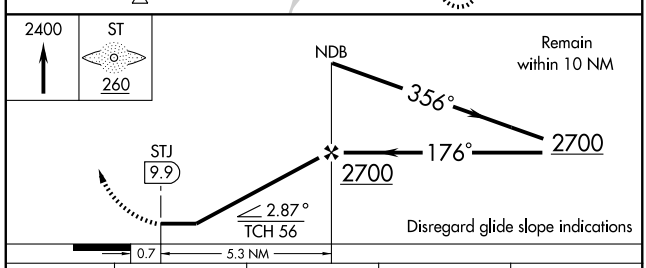
## ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

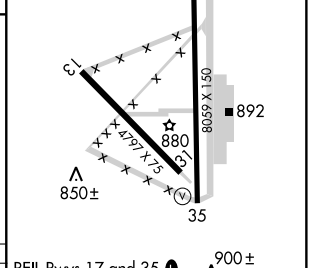
ASR/PAR

MISSED APPROACH: Climb to 2400 direct ST LOM and hold.

| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) L 239.0 | 121.9 | 122.95 |




REIL Rwys 17 and 35 L

HIRL Rwy 17-35 L

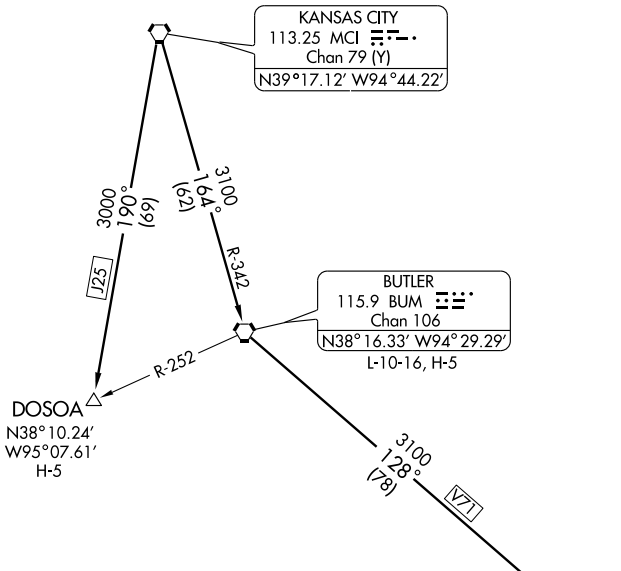
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1200-1 374 (400-1) | | | 1200-1¼ 374 (400-1¼) |
| CIRCLING | 1400-1 574 (600-1) | | 1400-1½ 574 (600-1½) | 1500-2¼ 674 (700-2¼) |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

# RACER THREE DEPARTURE

ATIS 125.05
ST. JOSEPH DEP CON★
120.35 360.8




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

| APP CRS | Rwy ldg | 8059 |
|---|---|---|
| 176° | TDZE | 826 |
| | Apt Elev | 826 |

# RNAV (GPS) RWY 17

## ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

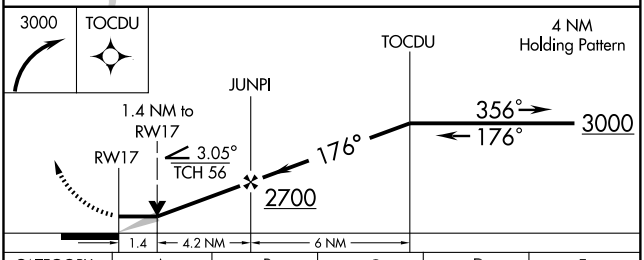
NA ASR/PAR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct TOCDU WP and hold.

| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) L 239.0 | 121.9 | 122.95 |

30 NM to TOCDU (NoPT)
3000
TOCDU
086° 266°
4 NM
176°
356°
(IAF) WATSU
3000 NoPT 086° (6)
3000 NoPT 266° (6)
(IAF) BUPAC
(IAF) TOCDU
2700 176° (6)
086° WATSU
3000
356°
30 NM to WATSU
266° BUPAC
3000
356°
30 NM to BUPAC
(FAF) JUNPI
1510
1585
1400
1482
1129±
1175
1398
1402
RW17
1040 ±
1053
1792
1301
945
1287
1524
1100
1978
883±
ELEV 826
916
176° to RW17
17
TDZE 826
8059 X 150
892
13
880
4797 X 75
31
850±
35
900±
REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 1340-1 514 (600-1) | | 1340-1½ 514 (600-1½) | 1340-1¾ 514 (600-1¾) | |
| CIRCLING | 1400-1 574 (600-1) | | 1400-1½ 574 (600-1½) | 1500-2¼ 674 (700-2¼) | 1760-3 934 (1000-3) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 8059 |
|---|---|---|
| 356° | TDZE | 814 |
| | Apt Elev | 826 |

# RNAV (GPS) RWY 35

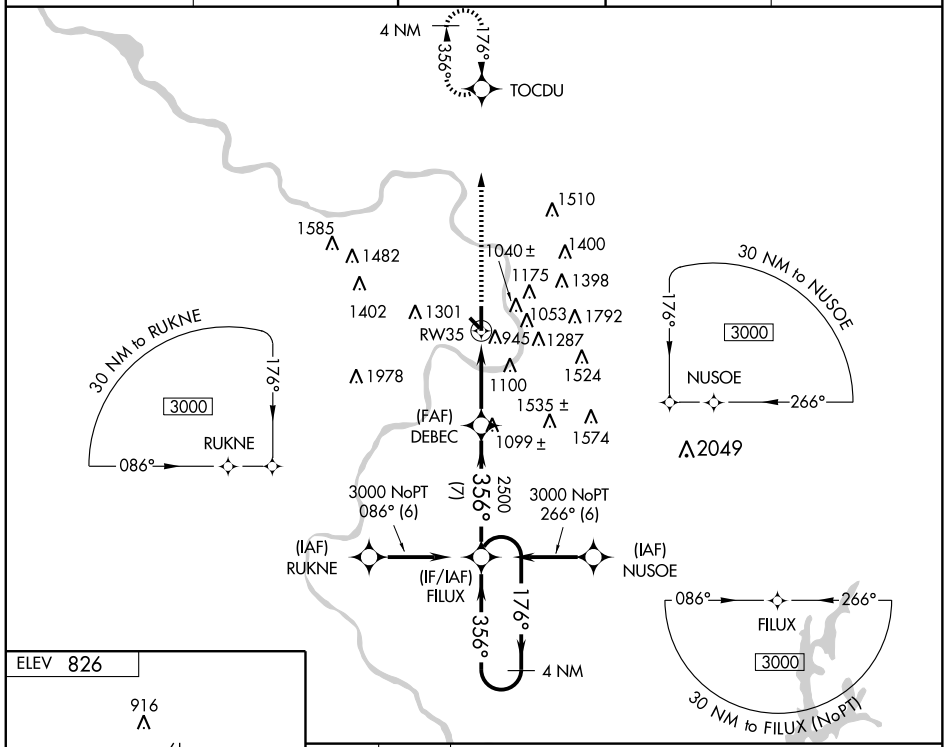
## ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

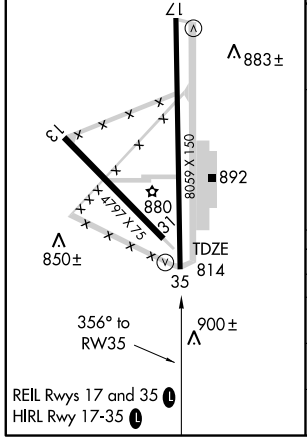
NA
ASR/PAR

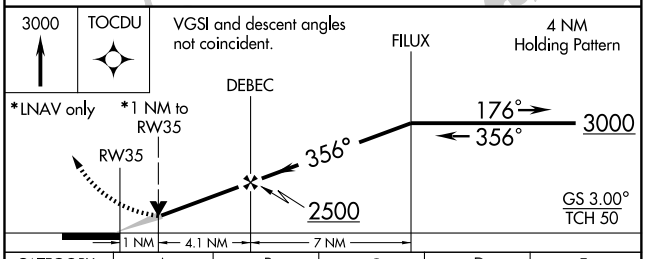
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3° F).

MISSED APPROACH: Climb to 3000 direct TOCDU WP and hold.

| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) Ⓛ 239.0 | 121.9 | 122.95 |



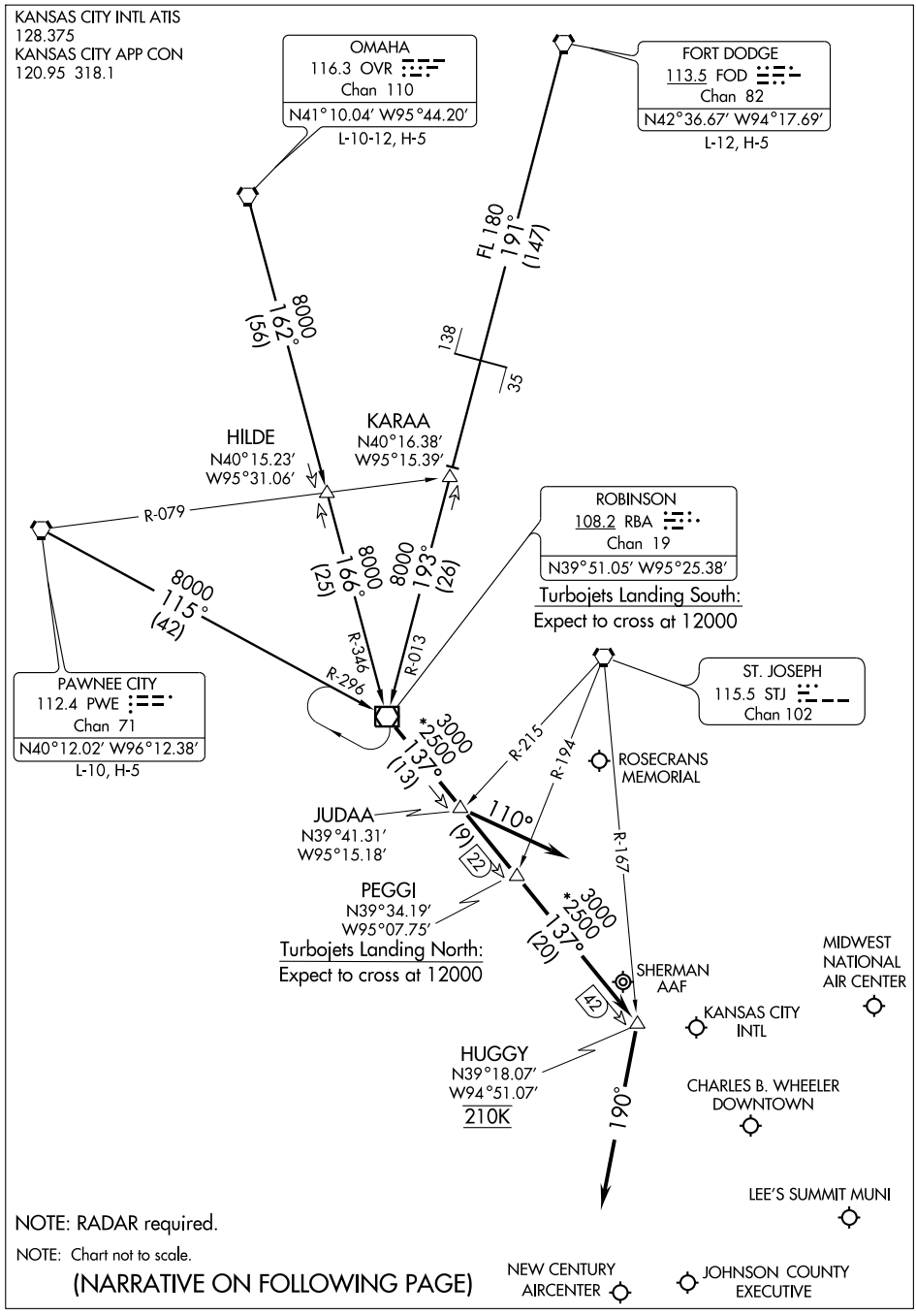

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/ VNAV DA | 1240-1½ 426 (500-1½) | | | | |
| LNAV MDA | 1160/50 346 (400-1) | | | 1160/60 346 (400-1¼) | |
| CIRCLING | 1400-1½ 574 (600-1½) | | | 1500-2¼ 674 (700-2¼) | 1760-3 934 (1000-3) |

NC-3, 14 JAN 2010 to 11 FEB 2010

# ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

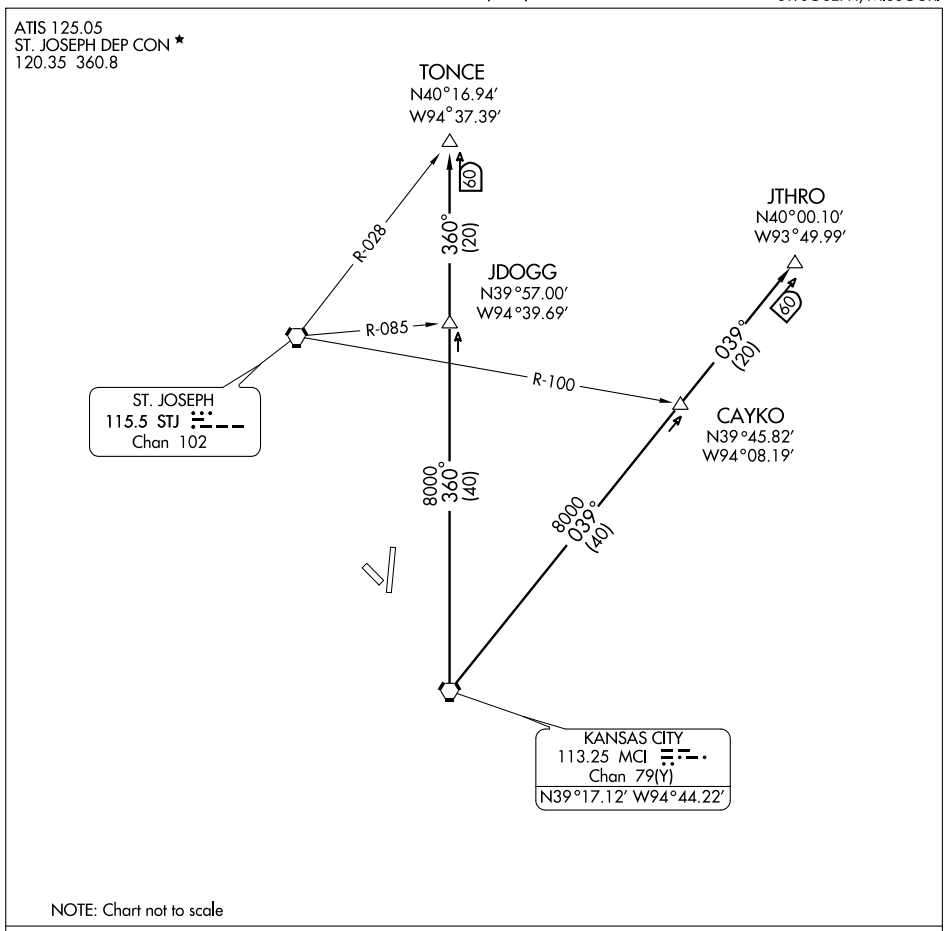
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

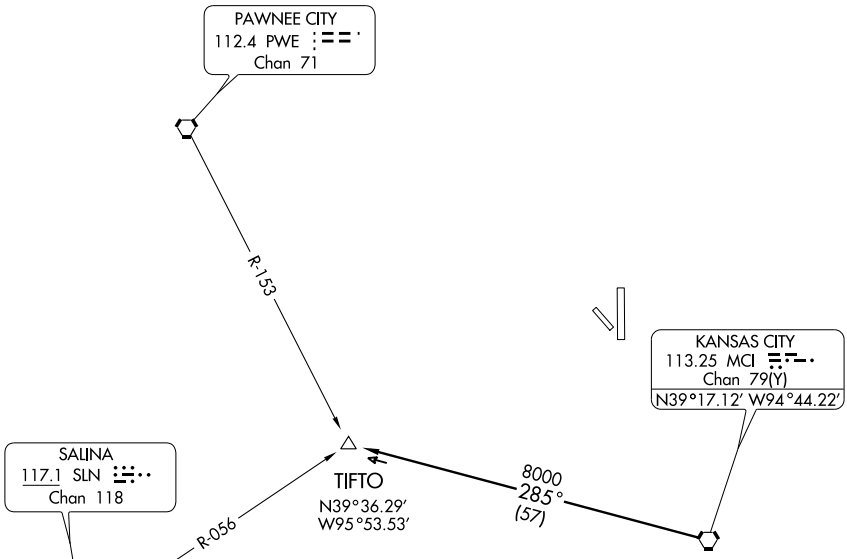
JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 14 JAN 2010 to 11 FEB 2010

# TIFTO TWO DEPARTURE

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8




NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

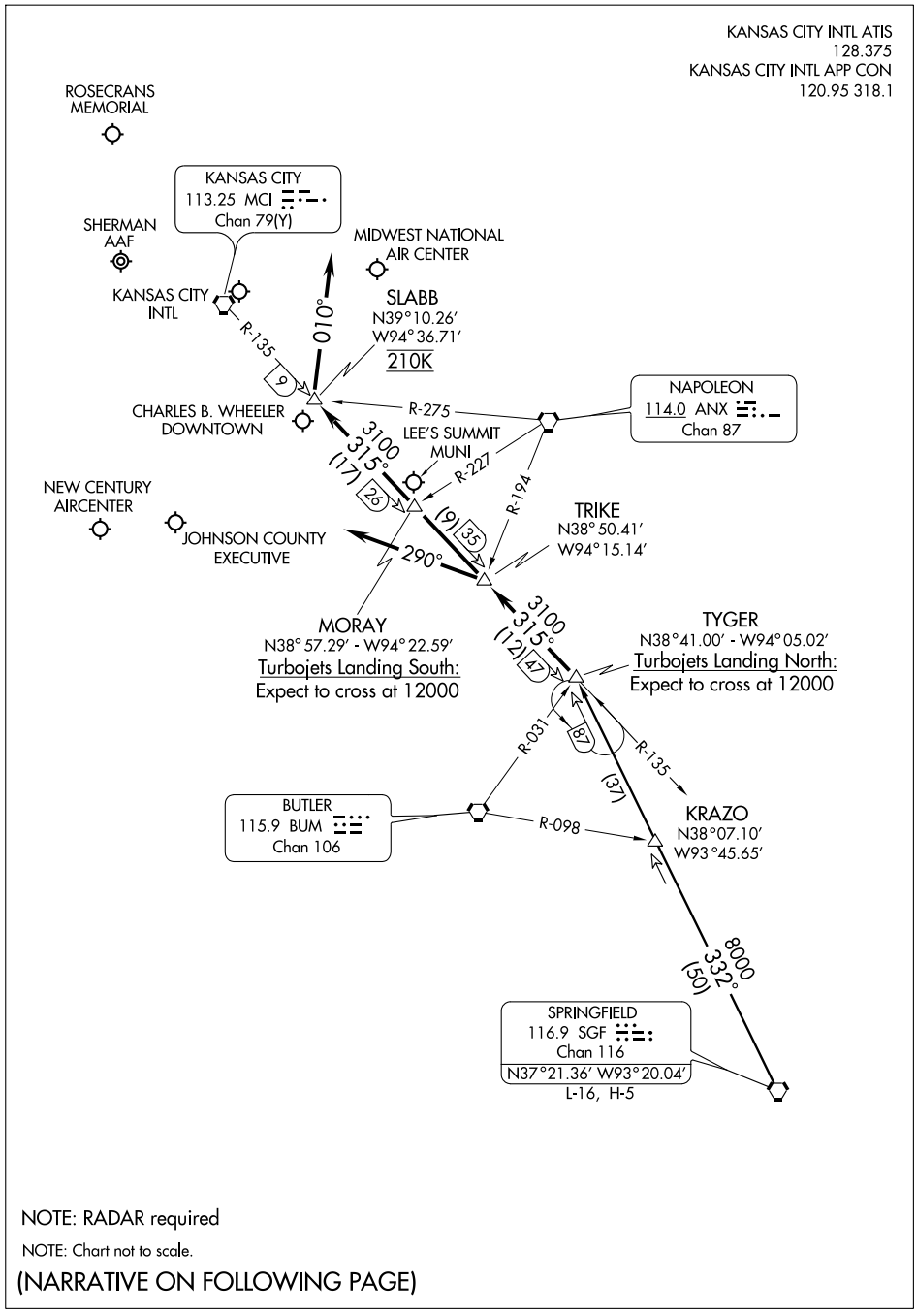
NC-3, 14 JAN 2010 to 11 FEB 2010

(TYGER.TYGER6) 08101

# TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI




NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

| STJ VORTAC 115.5 Chan 102 | APP CRS 348° | Rwy ldg 8059 TDZE 814 Apt Elev 826 |
|---|---|---|

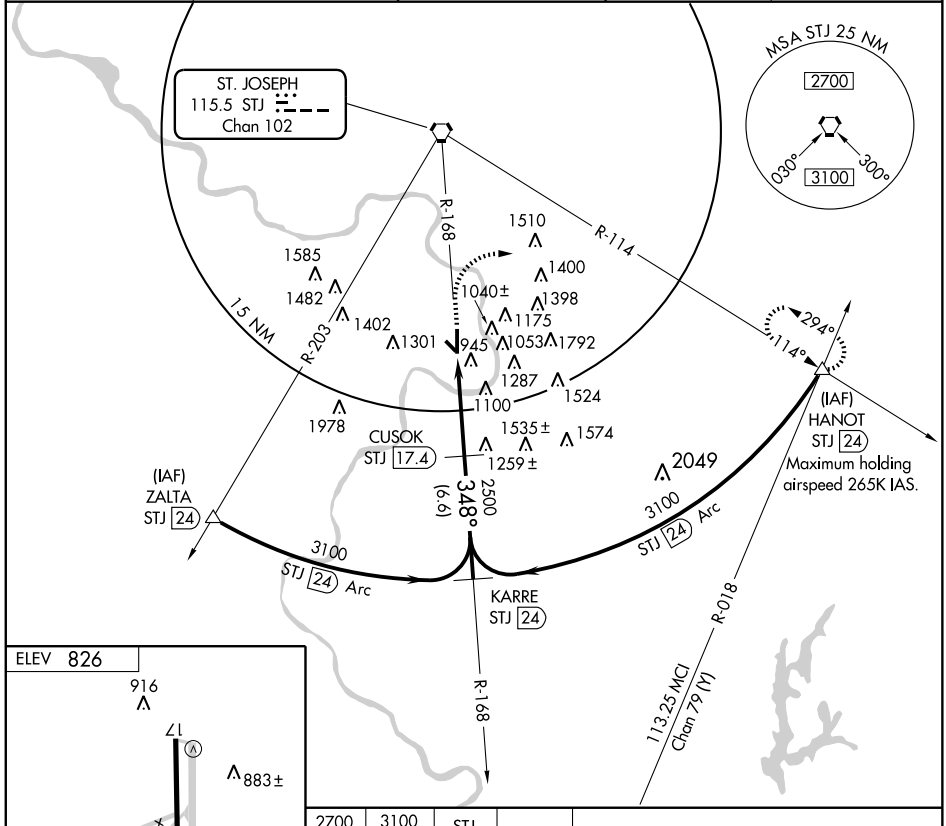
# VOR/DME or TACAN RWY 35

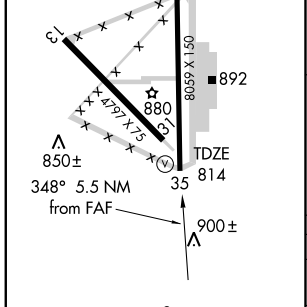
## ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

NA
ASR/PAR

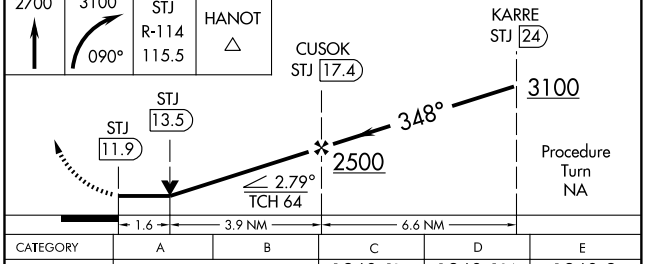
MISSED APPROACH: Climb to 2700 then climbing right turn to 3100 via heading 090° and STJ R-114 to HANOT/24 DME and hold.

| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) L 239.0 | 121.9 | 122.95 |




REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35 | 1360/50 | 546 (600-1) | 1360-1½ 546 (600-1½) | 1360-1¾ 546 (600-1¾) | 1360-2 546 (600-2) |
| CIRCLING | 1400-1 | 574 (600-1) | 1400-1½ 574 (600-1½) | 1500-2¼ 674 (700-2¼) | 1760-3 934 (1000-3) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC STJ 115.5 Chan 102 | APP CRS 167° | Rwy ldg 8059 TDZE 826 Apt Elev 826 |
|---|---|---|

# VOR or TACAN RWY 17

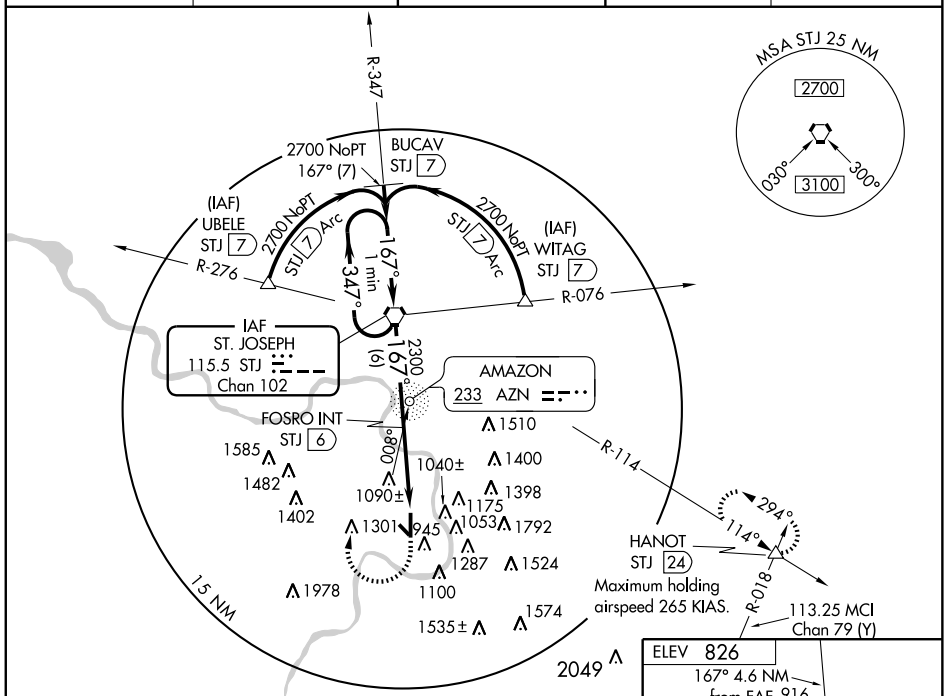
## ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

Missed approach to STJ VORTAC not authorized for Cat. E aircraft.

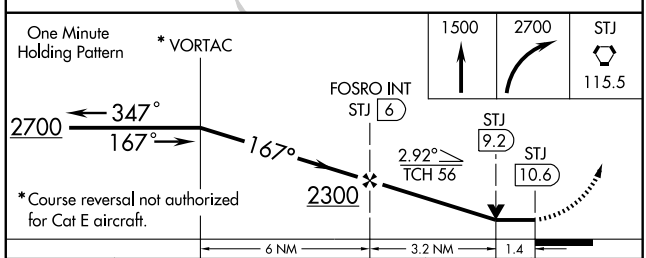
ASR/PAR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT/STJ 24 DME and hold NW, LT, 114° inbound).

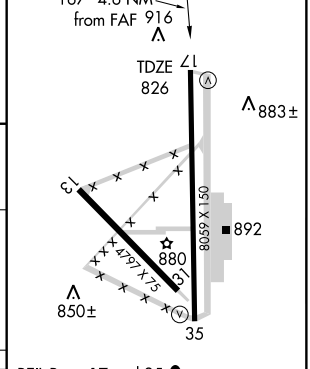
| ATIS | ST. JOSEPH APP CON ★ | ST. JOSEPH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.05 | 120.35 360.8 | 126.9 (CTAF) L 239.0 | 121.9 | 122.95 |




ADF or DME REQUIRED



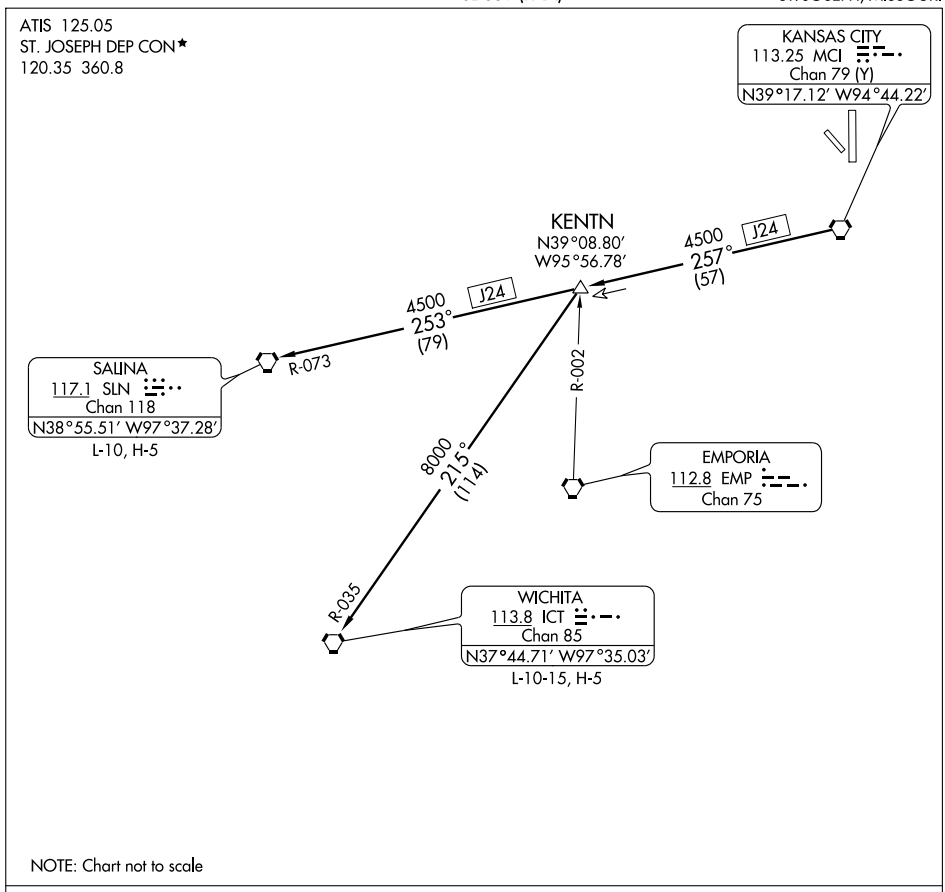

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17 | 1340-1 | 514 (600-1) | 1340-1½ 514 (600-1½) | 1340-1¾ | 514 (600-1¾) |
| CIRCLING | 1400-1 | 574 (600-1) | 1400-1½ 574 (600-1½) | 1500-2½ 674 (700-2½) | 1760-3 934 (1000-3) |




| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

NC-3, 14 JAN 2010 to 11 FEB 2010

# WILDCAT TWO DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

| WAAS CH 50403 W16A | APP CRS 158° | Rwy ldg 4500<br>TDZE 451<br>Apt Elev 463 |
|---|---|---|

# RNAV (GPS) RWY 16

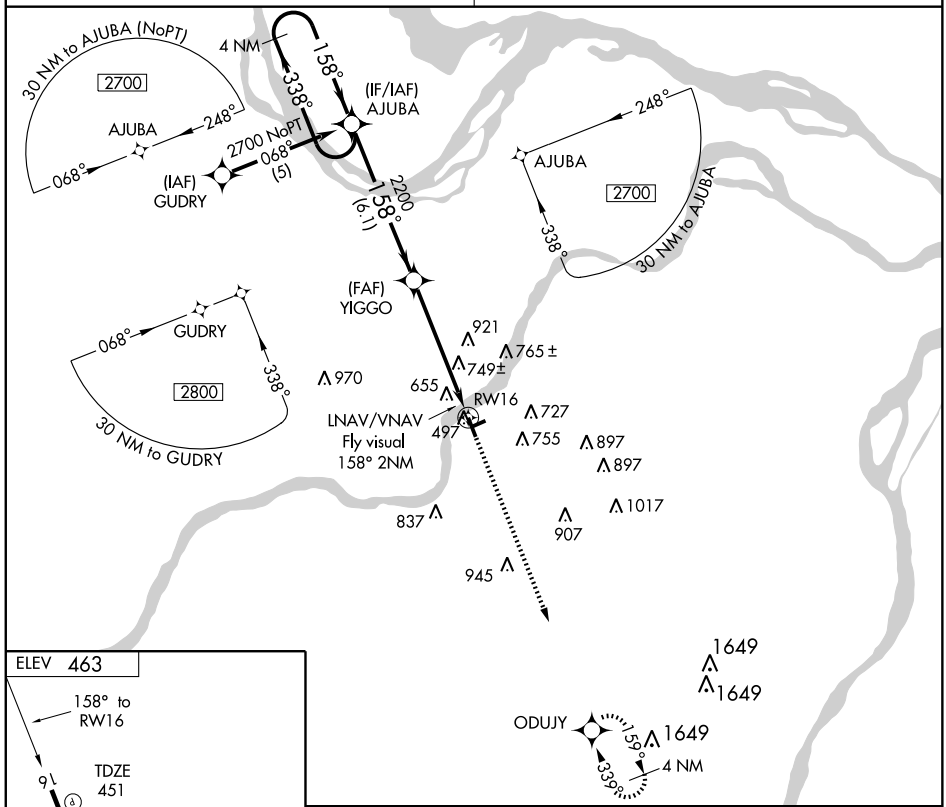
## ST. LOUIS/CREVE COEUR (1H0)

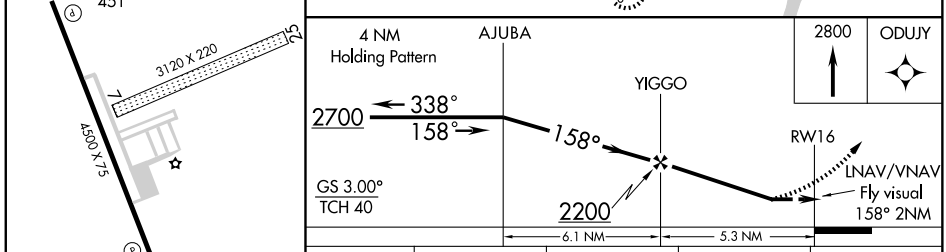
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct ODUJY and hold.

ST. LOUIS APP CON
**126.5 254.3**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 912-1¾ 461 (500-1¾) | | NA | |
| LNAV/VNAV DA | 1130-2 679 (700-2) | | NA | |
| LNAV MDA | 1160-1 709 (700-1) | | NA | |
| CIRCLING | 1160-1 697 (700-1) | | NA | |

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 93905 W34A | APP CRS 338° | Rwy ldg 4500<br>TDZE 463<br>Apt Elev 463 |
|---|---|---|

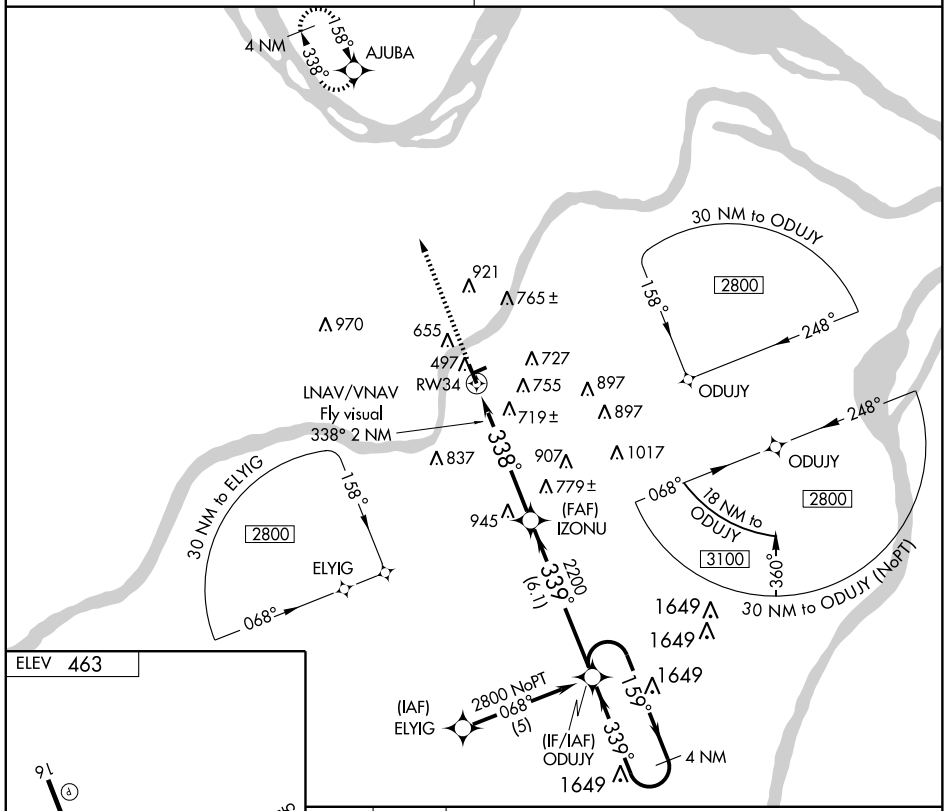
# RNAV (GPS) RWY 34

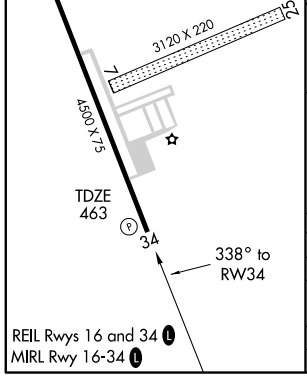
## ST. LOUIS/CREVE COEUR (1H0)

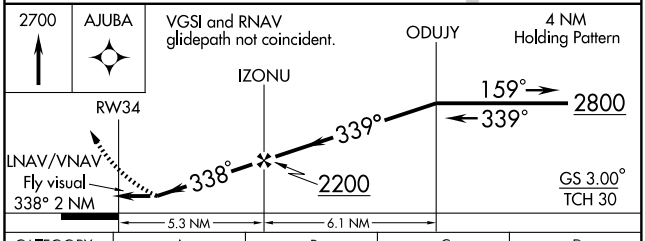
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 direct AJUBA and hold.

| ST. LOUIS APP CON | UNICOM |
|---|---|
| 126.5 254.3 | 122.8 (CTAF) L |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 809-1¼ 346 (400-1¼) | | NA | |
| LNAV/VNAV | DA | 1131-2 668 (700-2) | | NA | |
| LNAV | MDA | 1080-1 617 (700-1) | | NA | |
| CIRCLING | | 1080-1 617 (700-1) | | NA | |

| VORTAC FTZ 110.8 Chan 45 | APP CRS 080° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 451 |
|---|---|---|

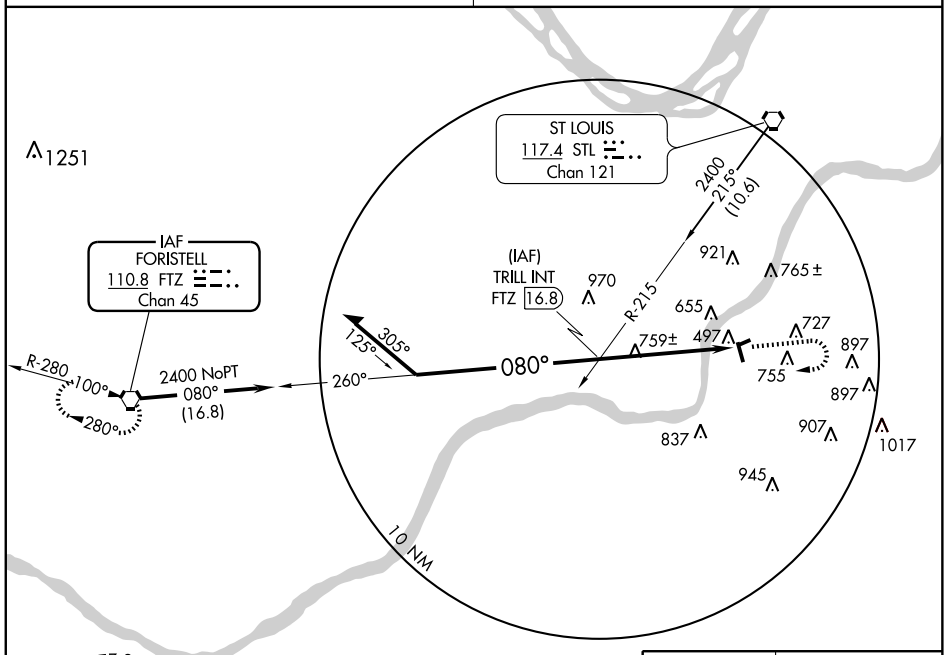
# VOR-A

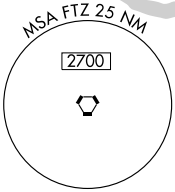
ST. LOUIS/ CREVE COEUR (1H0)

NA Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FTZ VORTAC and hold.

| ST. LOUIS APP CON | UNICOM |
|---|---|
| 126.5 254.3 | 122.8 (CTAF) L |

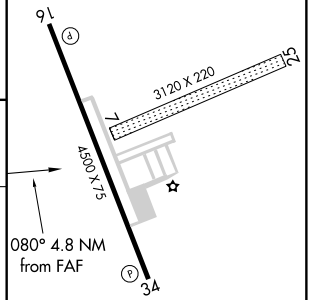


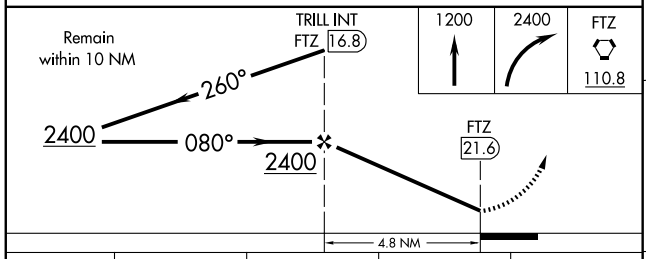




ELEV 451

REIL Rwys 16 and 34 L

MIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1<br>609 (700-1) | 1080-1¼<br>629 (700-1¼) | NA | |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

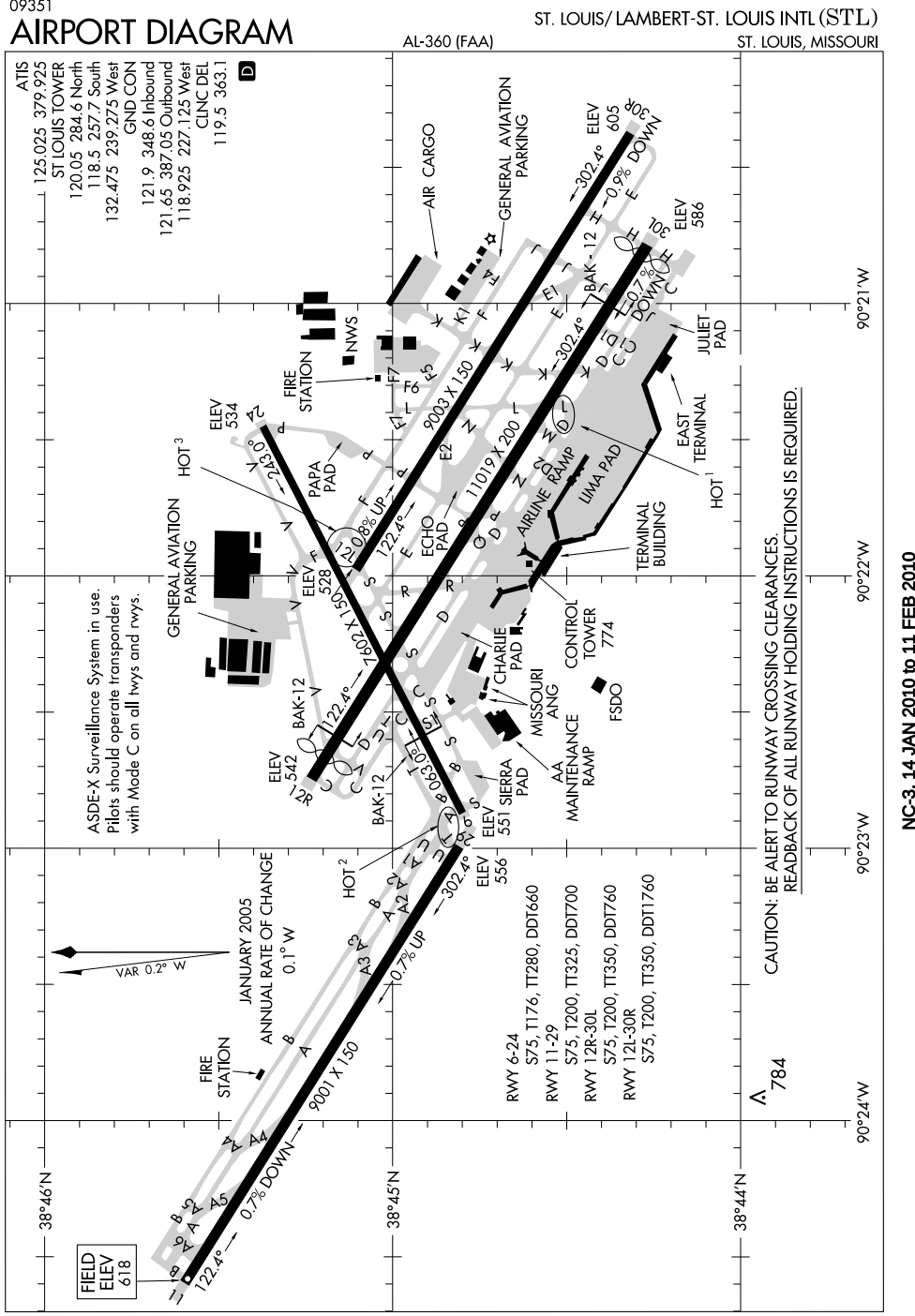
NC-3, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

AL-360 (FAA)

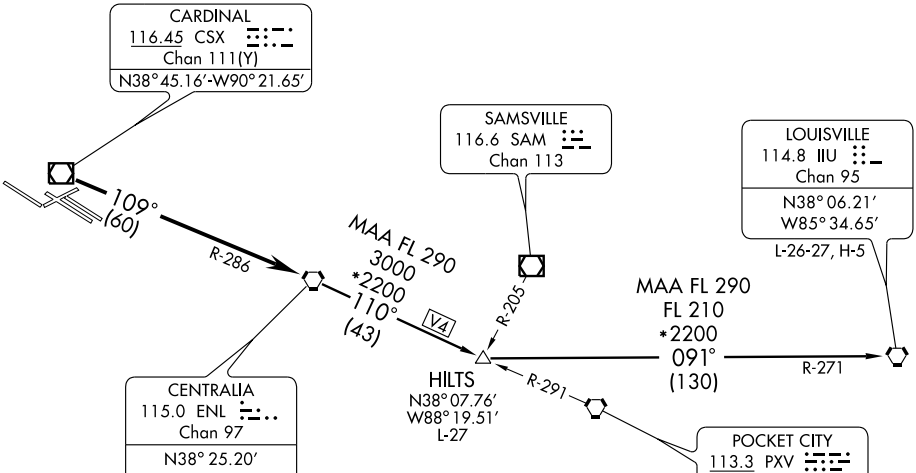
ST. LOUIS, MISSOURI



# BLUES TWO DEPARTURE

SL-360 (FAA)

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5




NOTE: For Turbojets only.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

# CARDS SEVEN DEPARTURE

SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5

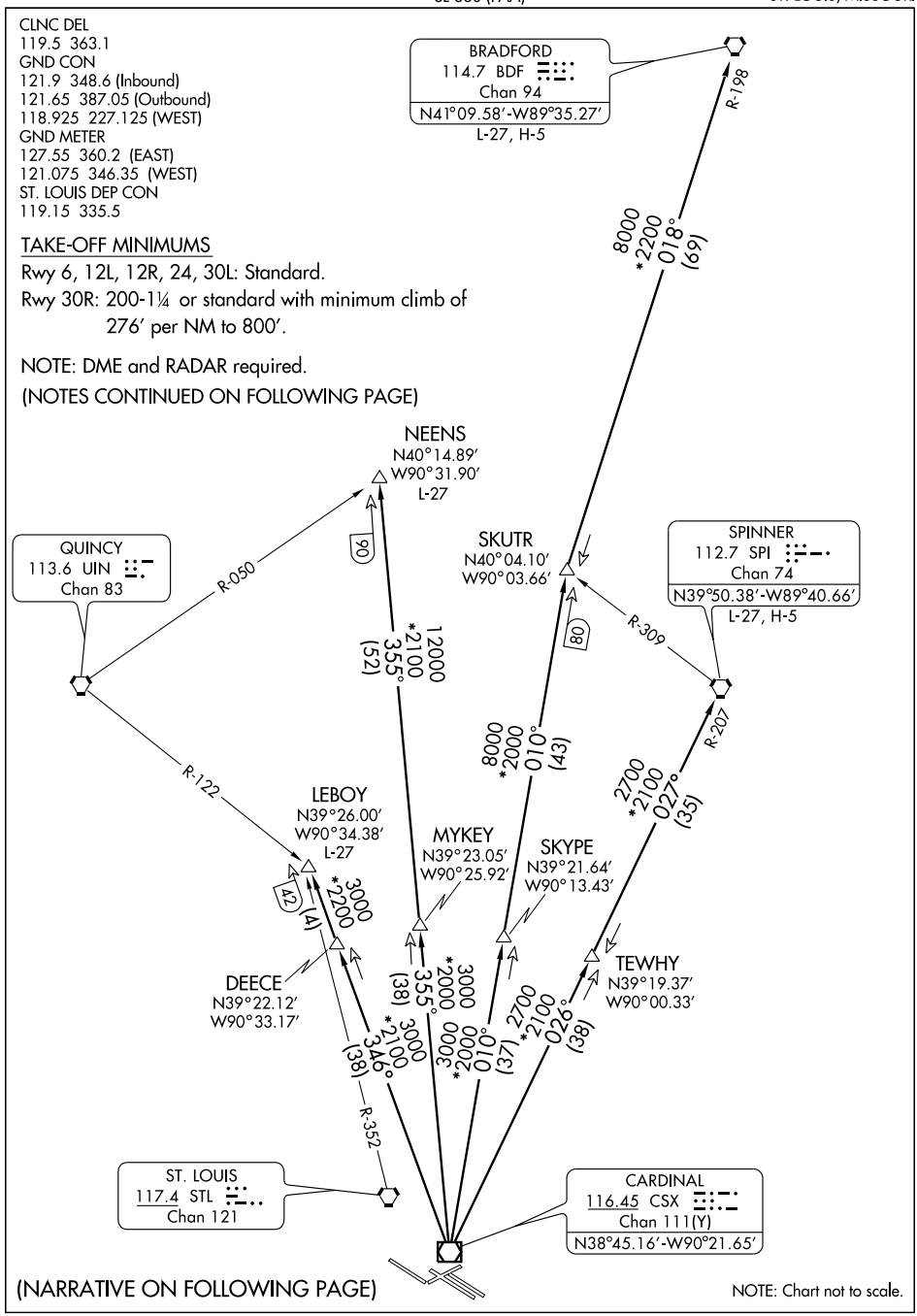
TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276′ per NM to 800′.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

V

## DEPARTURE ROUTE DESCRIPTION

Turbojet departures climb and maintain 5000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. Propeller driven departures climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577′ from DER, 618′ left of centerline, 23′ AGL/557′ MSL.
OL on LDA 1037′ from DER, 709′ right of centerline, 391′ AGL/573′ MSL.
Pole 1368′ from DER, 635′ right of centerline, 28′ AGL/568′ MSL.
Antenna on bldg 2478′ from DER, 1012′ right of centerline, 30′ AGL/598′ MSL.

Rwy 12L: OL on DME 551′ from DER, 258′ left of centerline, 20′ AGL/619′ MSL.

Rwy 12R: Traffic sign 1416′ from DER, 705′ right of centerline, 7′ AGL/636′ MSL.
Bush 1791′ from DER, 503′ right of centerline, 7′ AGL/636′ MSL.
Tree 1933′ from DER, 370′ left of centerline, 88′ AGL/657′ MSL.
Tree 2228′ from DER, 162′ left of centerline, 75′ AGL/654′ MSL.
Sign 2804′ from DER, 873′ right of centerline, 93′ AGL/672′ MSL.

Rwy 24: Multiple trees and antenna beginning 3766′ from DER, 899′ right of centerline, up to 115′ AGL/704′ MSL.

Rwy 30L: Ground beginning at DER, 157′ right of centerline, up to 592′ MSL.
Multiple trees and poles beginning 1684′ from DER, 641′ left of centerline, 107′ AGL/684′ MSL.

Rwy 30R: OL on GS 950′ from DER, on centerline, 28′ AGL/587′ MSL.
Multiple buildings and antenna beginning 1374′ from DER, 709′ right of centerline, up to 81′ AGL/611′ MSL.
Multiple trees and antenna beginning 4240′ from DER, 253′ right of centerline, up to 142′ AGL/741′ MSL.

NC-3, 14 JAN 2010 to 11 FEB 2010

# GATEWAY FOUR DEPARTURE

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

SL-360 (FAA)

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

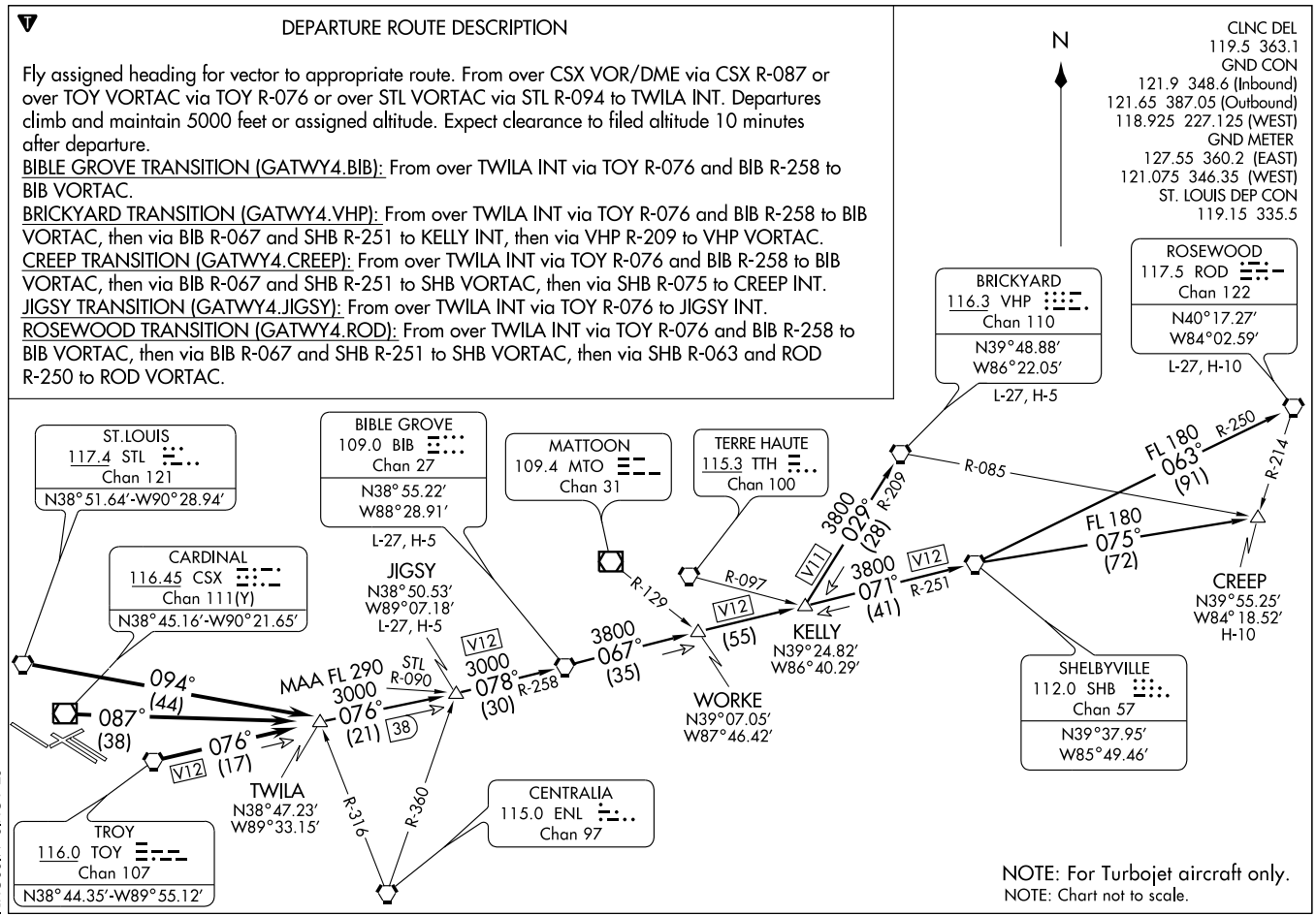
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



| LOC/DME I-JAK | APP CRS | Rwy ldg | 7602 |
|---|---|---|---|
| 110.3 | 063° | TDZE | 551 |
| Chan 40 | | Apt Elev | 618 |

# ILS or LOC RWY 6

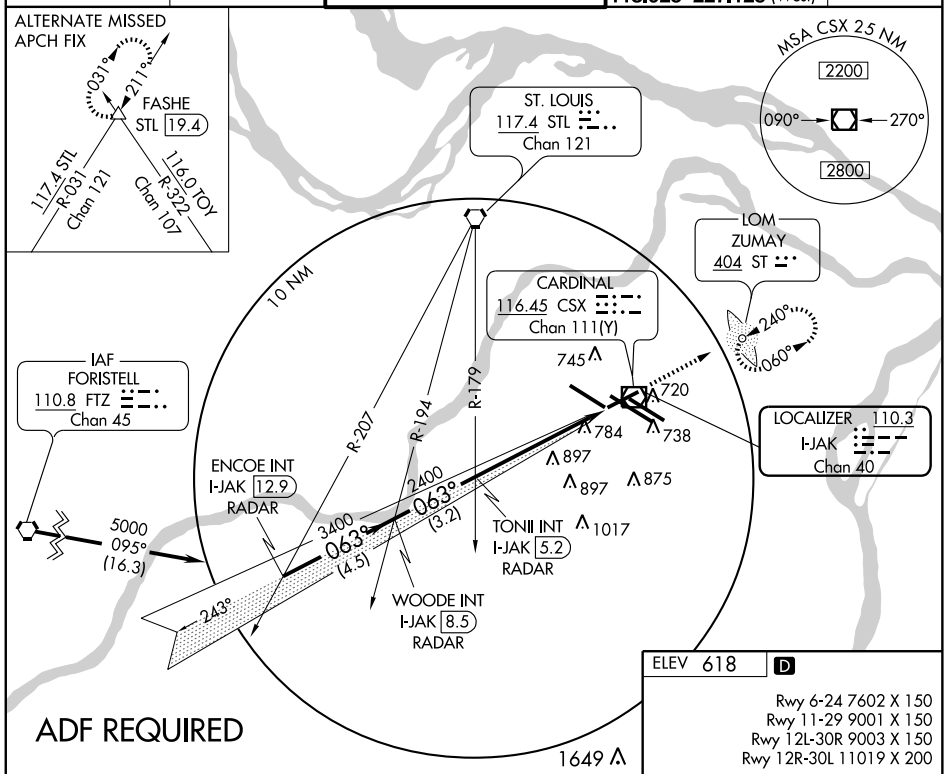
## ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

When MALSR inoperative, increase visibility S-ILS 6 Cat E ¼ mile and S-LOC 6 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUMAY LOM and hold, continue climb-in-hold to 3000.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

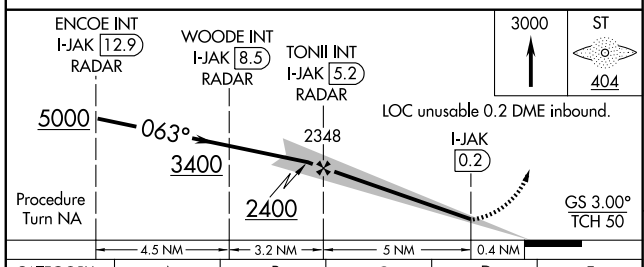


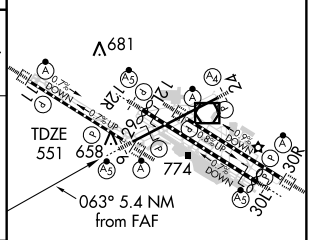

ADF REQUIRED

Procedure NA for arrival on FTZ VORTAC airway radials 082 CW 095.

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 6 | 801/40 250 (200-¾) | | | | |
| S-LOC 6 | 980/24 429 (400-½) | | 980/40 429 (400-¾) | 980/50 429 (400-1) | |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-OGZ | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 111.95 | 122° | TDZE | 618 |
| Chan 56(Y) | | Apt Elev | 618 |

# ILS or LOC RWY 11

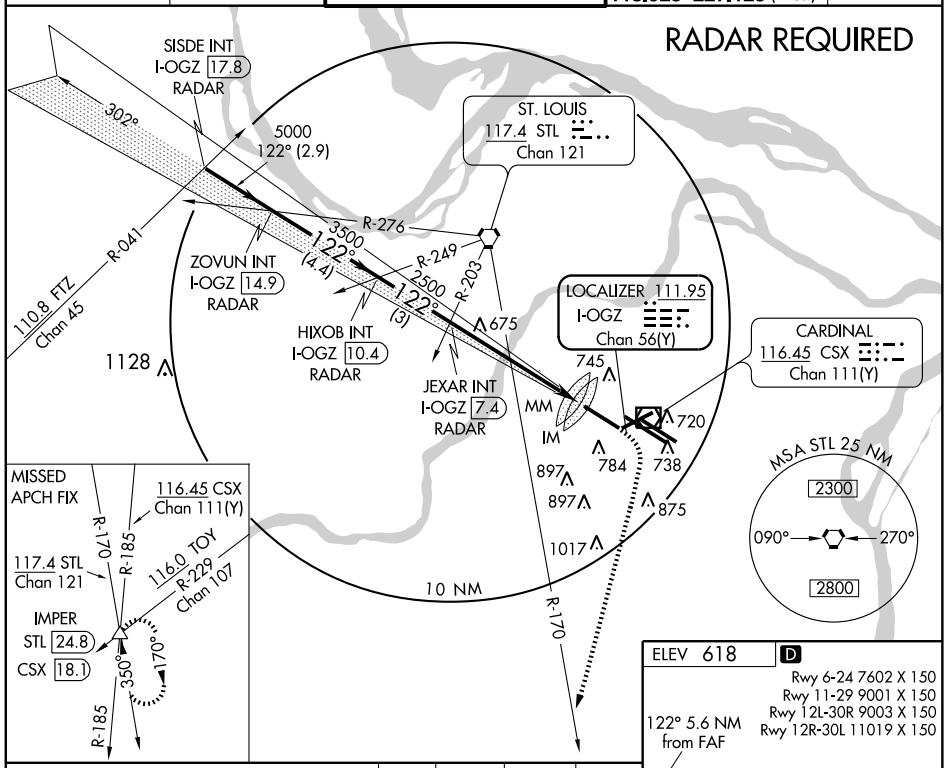
## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

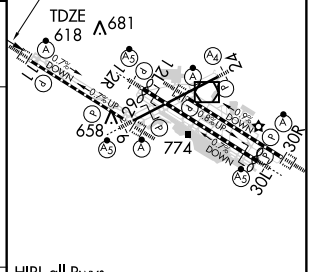
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

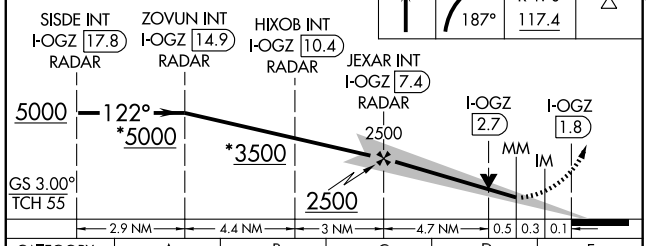
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

| 1020 | 3000 | STL | IMPER |
|---|---|---|---|
| | 187° | R-170 | |
| | | 117.4 | |




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 11 | 818/18 200 (200-½) | | | | 818/24 200 (200-½) |
| S-LOC 11 | 980/24 362 (400-½) | | | 980/40 362 (400-¾) | |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-LDZ 108.9 Chan 26 | APP CRS 122° | Rwy ldg 9003<br>TDZE 541<br>Apt Elev 618 |
|---|---|---|

# ILS or LOC RWY 12L

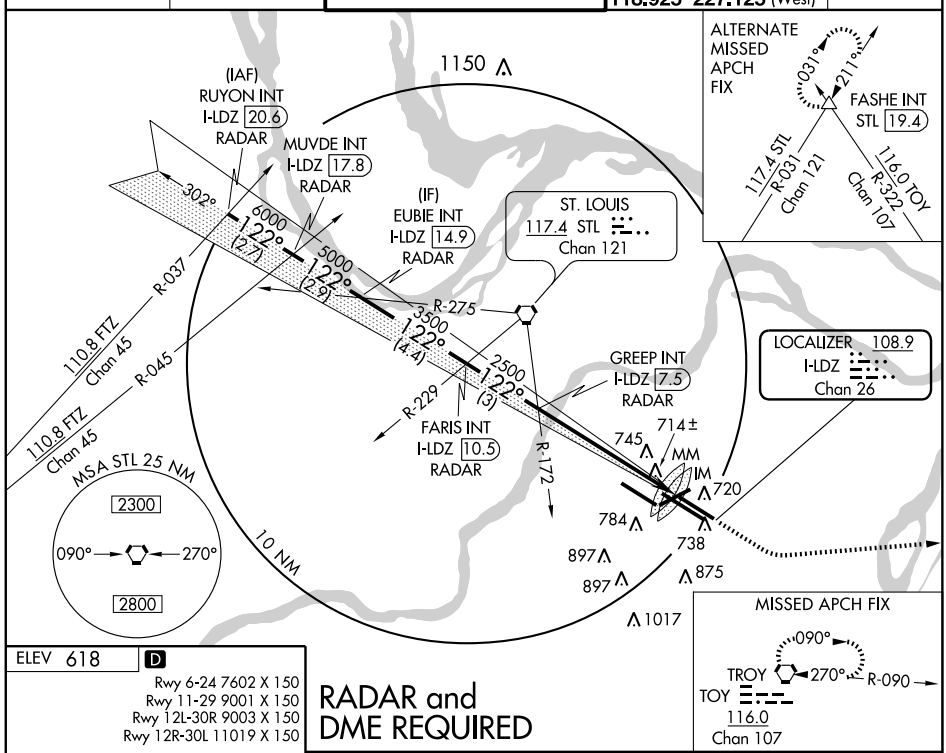
## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000 and LOC visibility to 1½ miles.

ALSF-2

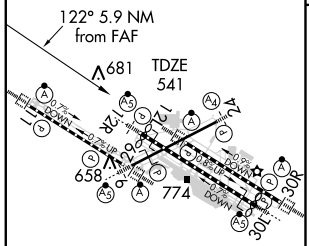
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |




ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

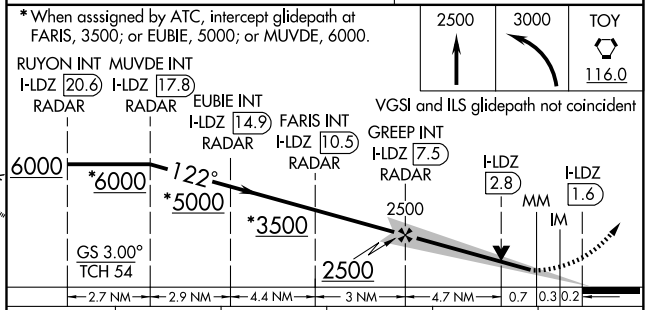



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

RADAR and DME REQUIRED

*When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 12L | 741/18 200 (200-½) | | | | 741/24 200 (200-½) |
| S-LOC 12L | 980/24 439 (400-½) | | 980/40 439 (400-¾) | 980/50 439 (400-1) | |

NC-3, 14 JAN 2010 to 11 FEB 2010

# ILS or LOC RWY 12R

## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

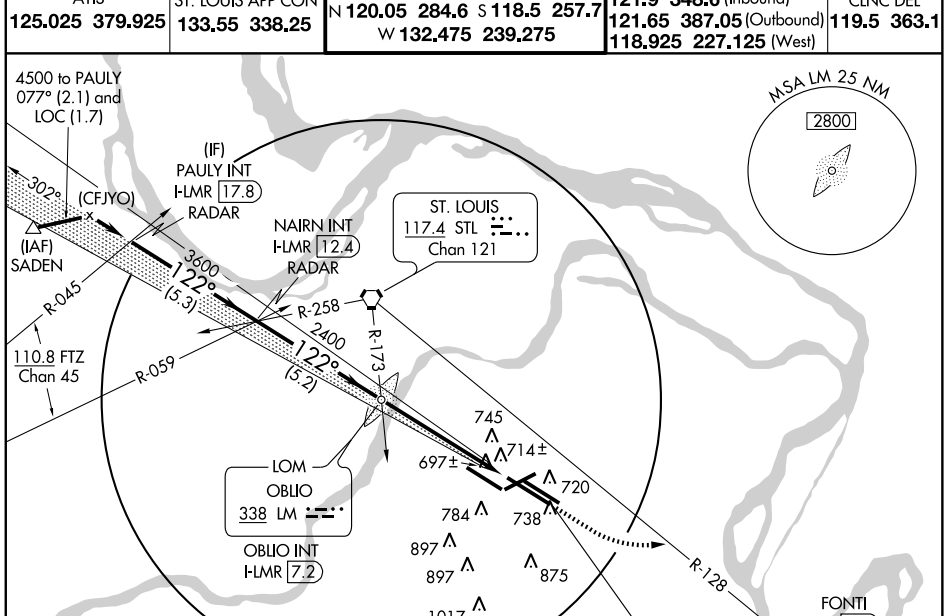
| LOC/DME I-LMR | APP CRS | Rwy ldg 12R | Rwy ldg 12L |
|---|---|---|---|
| 109.7 Chan 34 | 122° | TDZE 540 | TDZE 541 |
| | | Apt Elev 618 | Apt Elev 618 |

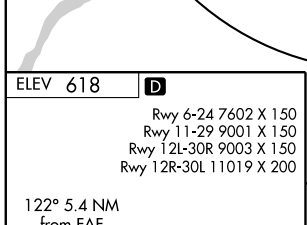
T Inoperative table does not apply to S-ILS 12R or sidestep 12L. For inoperative MALSR, increase S-LOC 12R Cats A and B visibility to RVR 5000 and Cat E visibility to 1½. Visibility reduction by helicopters NA.

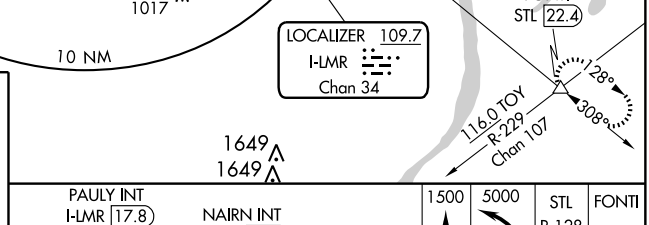
MALSR Rwy 12R (A5) ALSF-2 Rwy 12L (A)

MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 12R | 790/40 250 (200-¾) | | | | |
| S-LOC 12R | 960/40 420 (400-¾) | | | | 960/50 420 (400-1) |
| SIDESTEP RWY 12L | 980-1 439 (400-1) | | 980-1½ 439 (400-1½) | 980-2 439 (400-2) | |

# ILS or LOC RWY 24

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

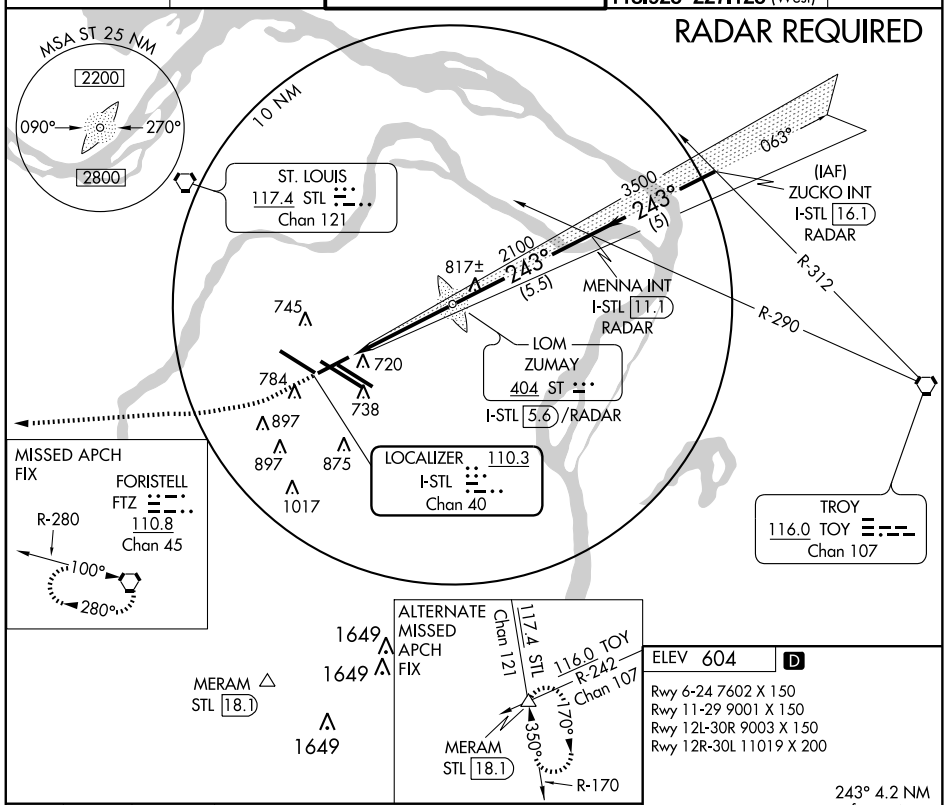
| LOC/DME I-STL | APP CRS | Rwy ldg | 7602 |
|---|---|---|---|
| 110.3 | 243° | TDZE | 534 |
| Chan 40 | | Apt Elev | 604 |

T Inoperative table does not apply to S-LOC 24 Cat C. When MALS inoperative, increase visibility S-LOC 24 Cat E ¼ mile.

MALS A4

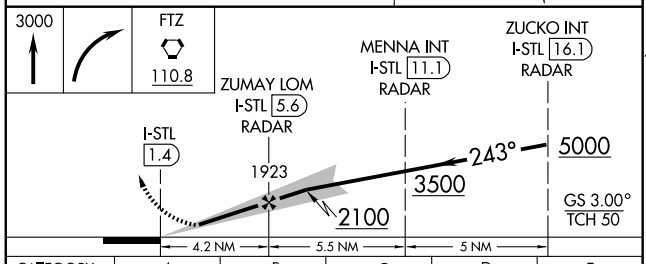
MISSED APPROACH: Climb to 3000 then right turn direct FTZ VORTAC and hold.

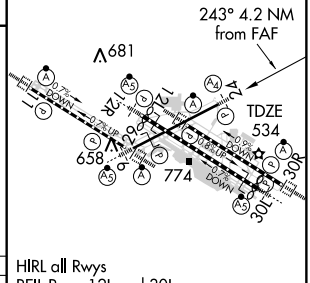
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 24 | 784/40 250 (200-¾) | | | | |
| S-LOC 24 | 1000/40 466 (400-¾) | | 1000/60 466 (400-1¼) | 1000-1½ 466 (400-1½) | |

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

NC-3. 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-RQN | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 111.95 | 302° | TDZE | 580 |
| Chan 56(Y) | | Apt Elev | 618 |

# ILS or LOC RWY 29

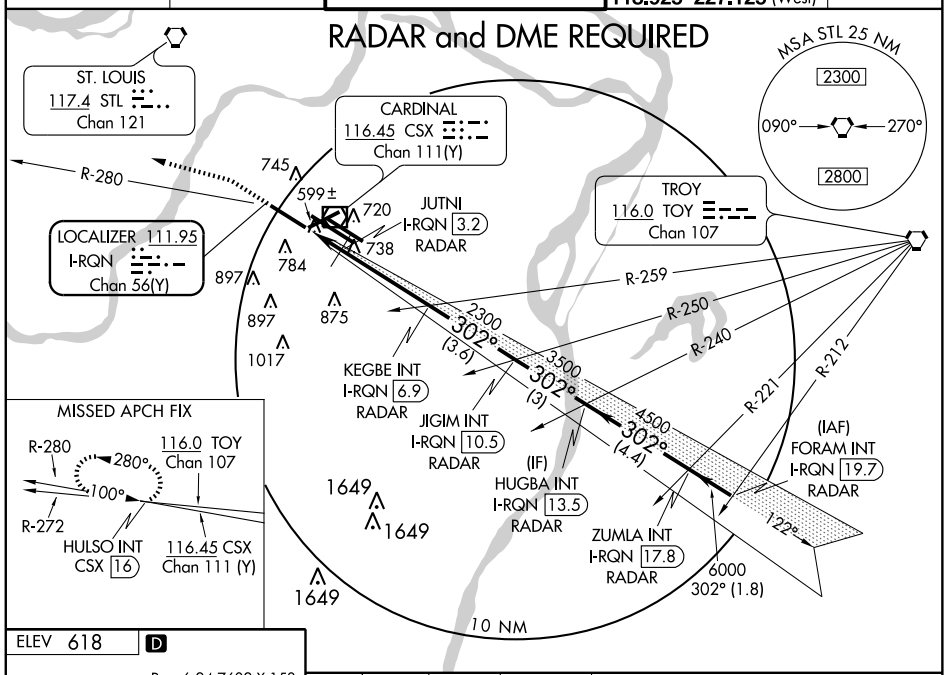
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000; S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1¾ ; JUTNI FIX MINIMUMS increase S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1½ . Visibility reduction by helicopters NA.

ALSF-2

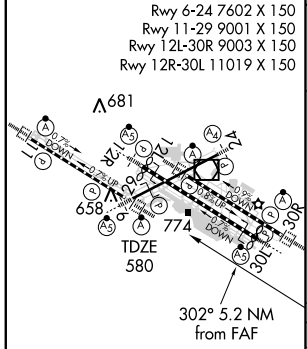
MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |



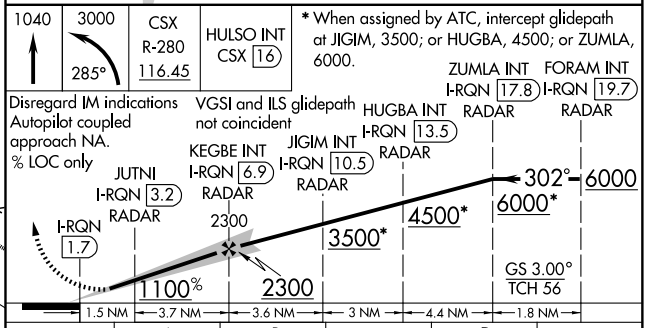

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 29 | 830/40 250 (300-¾) | | | | |
| S-LOC 29 | 1100/40 520 (500-¾) | | 1100/50 520 (500-1) | 1100/60 520 (500-1¼) | |
| JUTNI FIX MINIMUMS | | | | | |
| S-LOC 29 | 1000/40 420 (400-¾) | | | | 1000/50 420 (400-1) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-BKY | APP CRS | Rwy ldg | 10818 |
|---|---|---|---|
| 111.5 | 302° | TDZE | 583 |
| | | Apt Elev | 618 |

# ILS or LOC RWY 30L

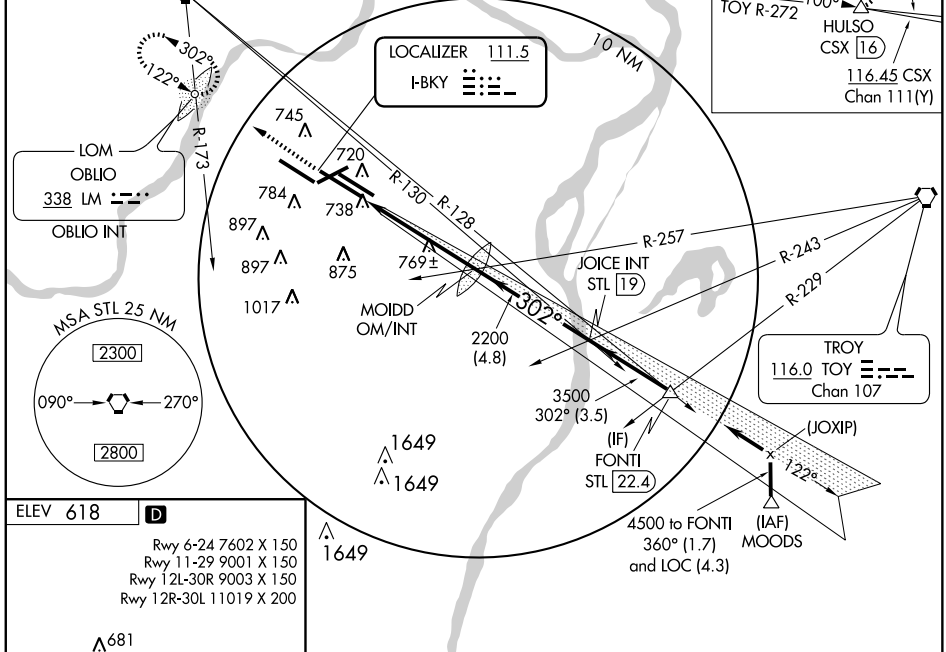
## ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ADF required.
For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 2 miles.
*RVR 1800 authorized with the use of HD or AP or HUD to DA.

MALSR A5

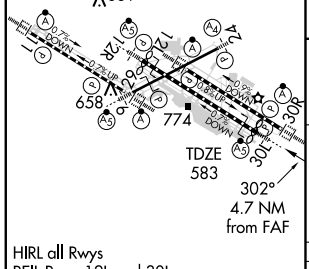
MISSED APPROACH: Climb to 3000 then direct OBLIO LOM/INT and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |



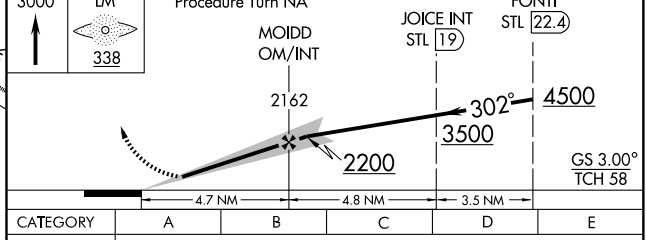

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 30L | * 783/24 200 (200-½) | | | | |
| S-LOC 30L | 1140/24 557 (600-½) | | 1140/50 557 (600-1) | 1140/60 557 (600-1¼) | 1140-1½ 557 (600-1½) |

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-SJW | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| 111.3 | 302° | TDZE | 605 |
| Chan 50 | | Apt Elev | 618 |

# ILS or LOC RWY 30R

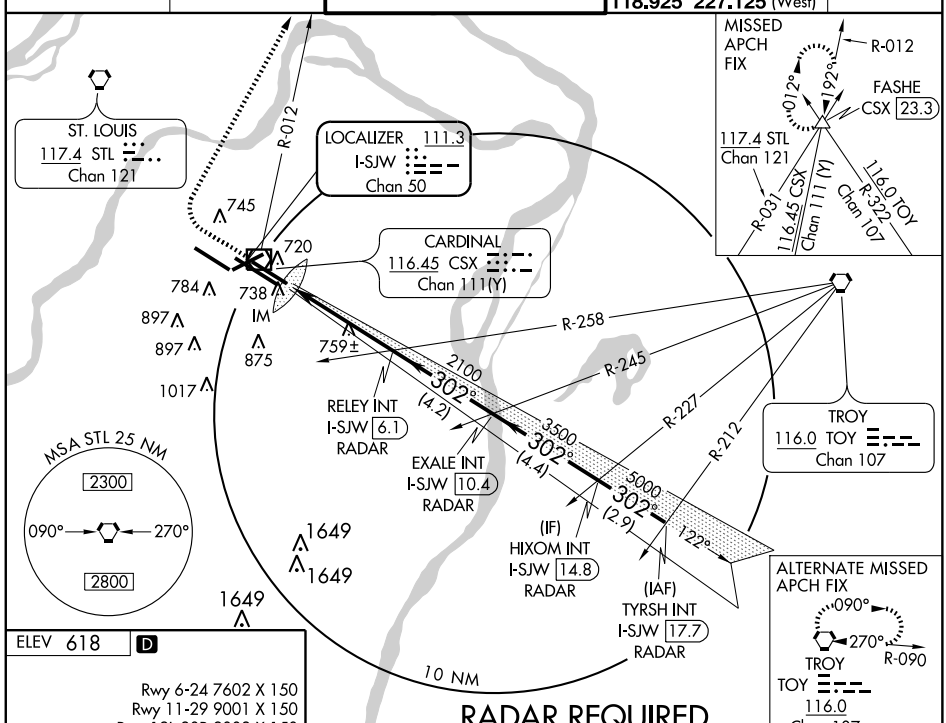
## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

When ALSF inoperative, increase S-ILS visibility Cat. E ¼ mile and S-LOC Cat. E ½ mile. Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

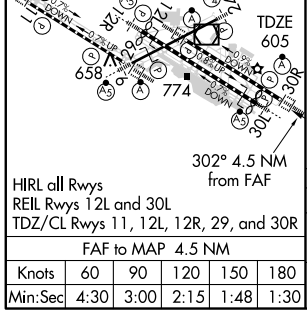
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




RADAR REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

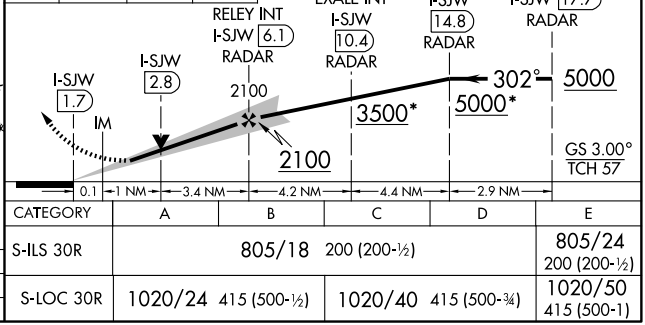



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| 1020 | 3000 | CSX R-012 116.45 | FASHE △ |
|---|---|---|---|
| | 030° | | |

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 30R | 805/18 200 (200-½) | | | | 805/24 200 (200-½) |
| S-LOC 30R | 1020/24 415 (500-½) | | 1020/40 415 (500-¾) | | 1020/50 415 (500-1) |

NC-3, 14 JAN 2010 to 11 FEB 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 11
# (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

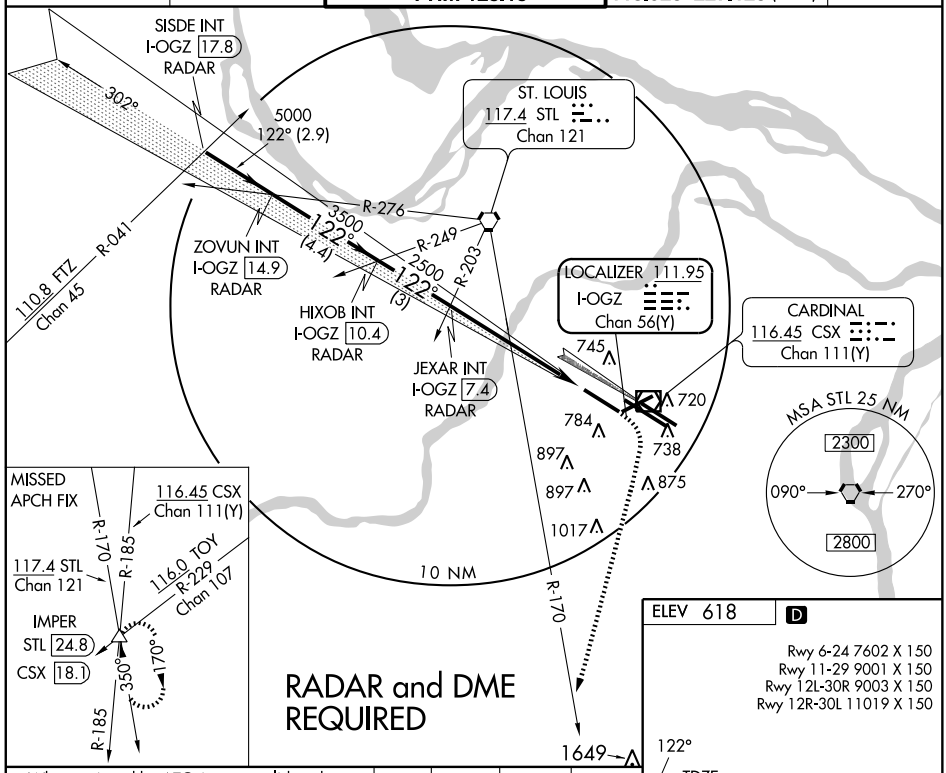
| LOC/DME I-OGZ | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 111.95 | 122° | TDZE | 618 |
| Chan 56(Y) | | Apt Elev | 618 |

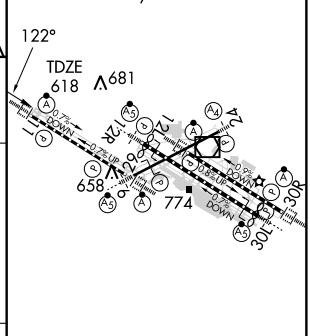
T NA Dual VHF comm required. Disregard MM and IM indications. See additional requirements on PRM information page. For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000. Simultaneous close parallel approach authorized with ILS PRM RWY 12L. Procedure not authorized when glideslope not available.

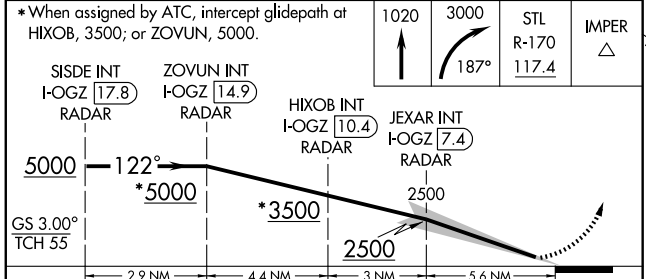
ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 11 | 818/18 200 (200-½) | | | | 818/24 200 (200-½) |

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 14 JAN 2010 to 11 FEB 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

# ILS PRM RWY 11 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

| LOC/DME I-OGZ | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 111.95 | 122° | TDZE | 618 |
| Chan 56(Y) | | Apt Elev | 618 |

Dual VHF comm required.
Disregard MM and IM indications.
NA See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

RADAR and DME REQUIRED

SISDE INT I-OGZ 17.8 RADAR

302°

5000 122° (2.9)

ST. LOUIS 117.4 STL Chan 121

R-276

3500 122° (4.4)

R-249

2500 122° (3)

R-203

R-041

110.8 FTZ Chan 45

ZOVUN INT I-OGZ 14.9 RADAR

HIXOB INT I-OGZ 10.4 RADAR

JEXAR INT I-OGZ 7.4 RADAR

LOCALIZER 111.95 I-OGZ Chan 56(Y)

CARDINAL 116.45 CSX Chan 111(Y)

1128

745

720

784

738

897

897

875

1017

10 NM

R-170

MSA STL 25 NM

2300

090°

270°

2800

MISSED APCH FIX

116.45 CSX Chan 111(Y)

R-170

R-185

117.4 STL Chan 121

116.0 TOY R-229 Chan 107

IMPER STL 24.8 CSX 18.1

350°

170°

R-185

* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

| 1020 | 3000 | STL | IMPER |
|---|---|---|---|
| | 187° | R-170 117.4 | |

SISDE INT I-OGZ 17.8 RADAR

ZOVUN INT I-OGZ 14.9 RADAR

HIXOB INT I-OGZ 10.4 RADAR

JEXAR INT I-OGZ 7.4 RADAR

5000 — 122°

*5000

*3500

2500

2500

DH RA 187

618 MSL

GS 3.00° TCH 55

2.9 NM — 4.4 NM — 3 NM — 5.4 NM — 1128′ — 1209′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | RA 187/12 100 DA 718 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

TDZE 618

681

658

774

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 14 JAN 2010 to 11 FEB 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

# ILS PRM RWY 11 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

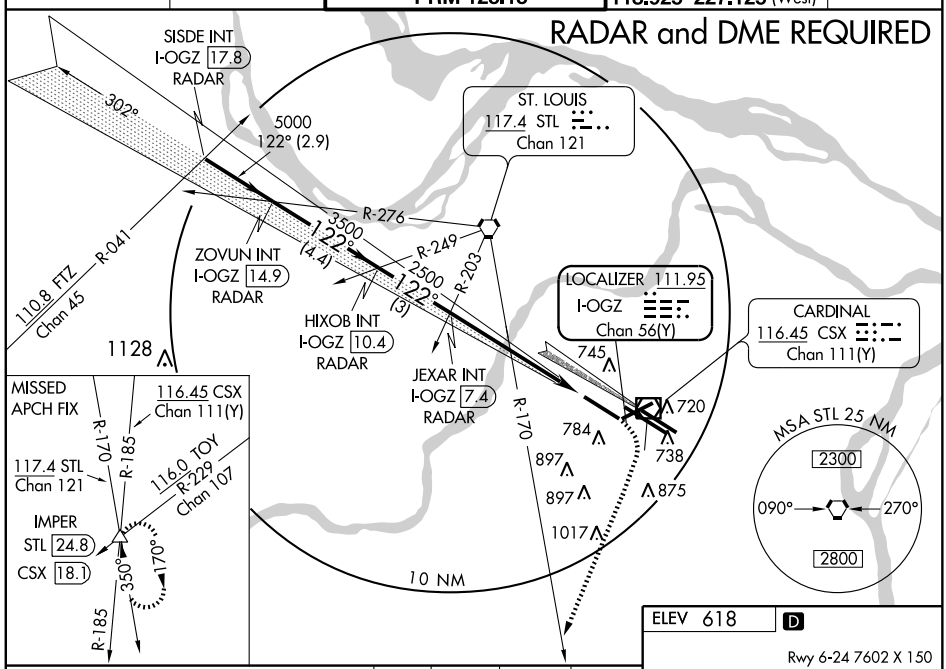
| LOC/DME I-OGZ | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 111.95 | 122° | TDZE | 618 |
| Chan 56 (Y) | | Apt Elev | 618 |

Dual VHF comm required.
Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

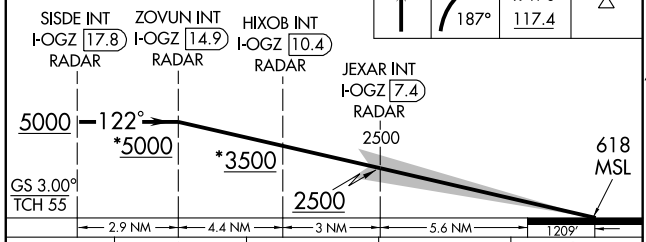
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |



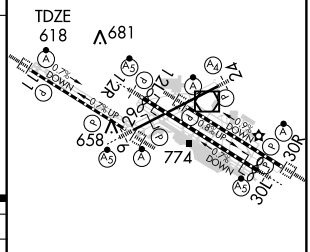

| 1020 | 3000 | STL | IMPER |
|---|---|---|---|
| ↑ | 187° | R-170 117.4 | △ |

*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.




ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | | CAT IIIa | RVR 07 | |
| S-ILS 11 | | CAT IIIb | RVR 06 | |
| S-ILS 11 | | CAT IIIc | NA | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 14 JAN 2010 to 11 FEB 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

# ILS PRM RWY 12L (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

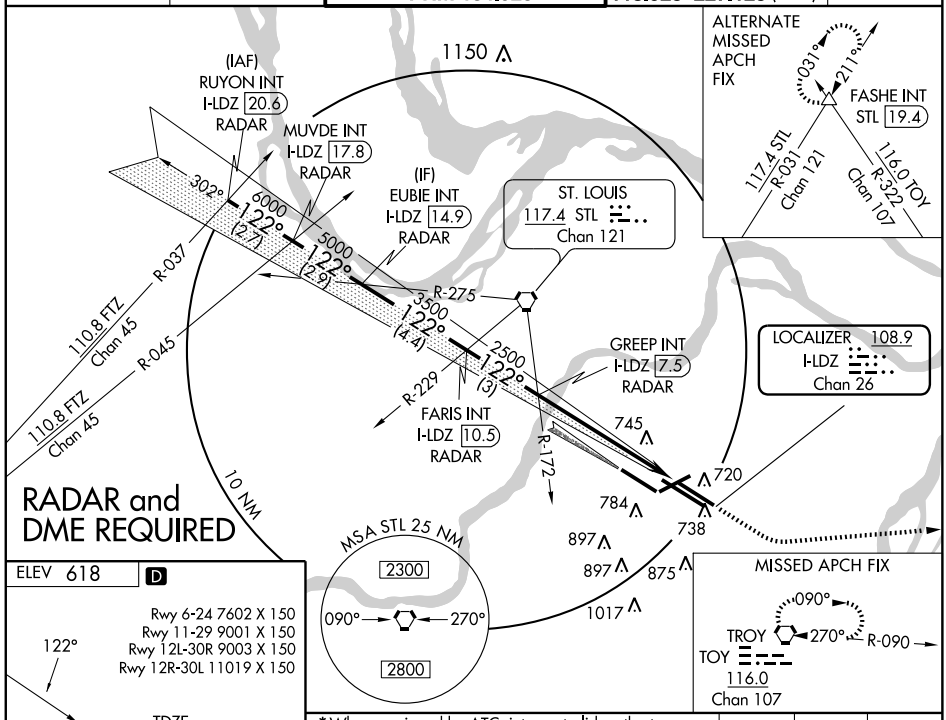
| LOC/DME I-LDZ | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| 108.9 | 122° | TDZE | 541 |
| Chan 26 | | Apt Elev | 618 |

T Procedure not authorized when glideslope not available.
Dual VHF comm required.
A NA Disregard MM and IM indications.
See additional requirements on PRM information page.
When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

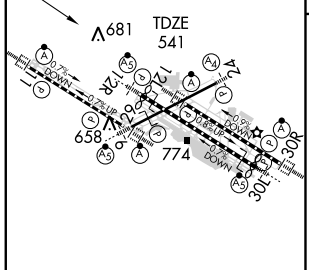
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |



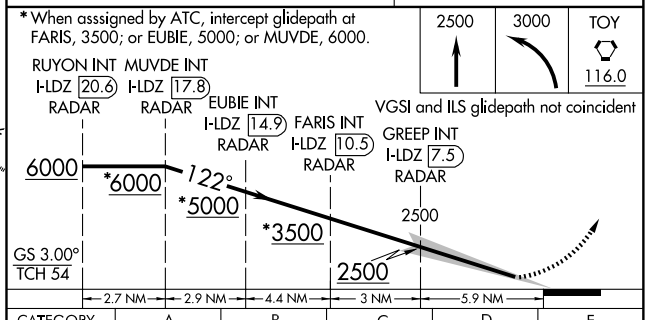

RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 12L | 741/18 200 (200-½) | | | | 741/24 200 (200-½) |

NC-3, 14 JAN 2010 to 11 FEB 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 12L (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

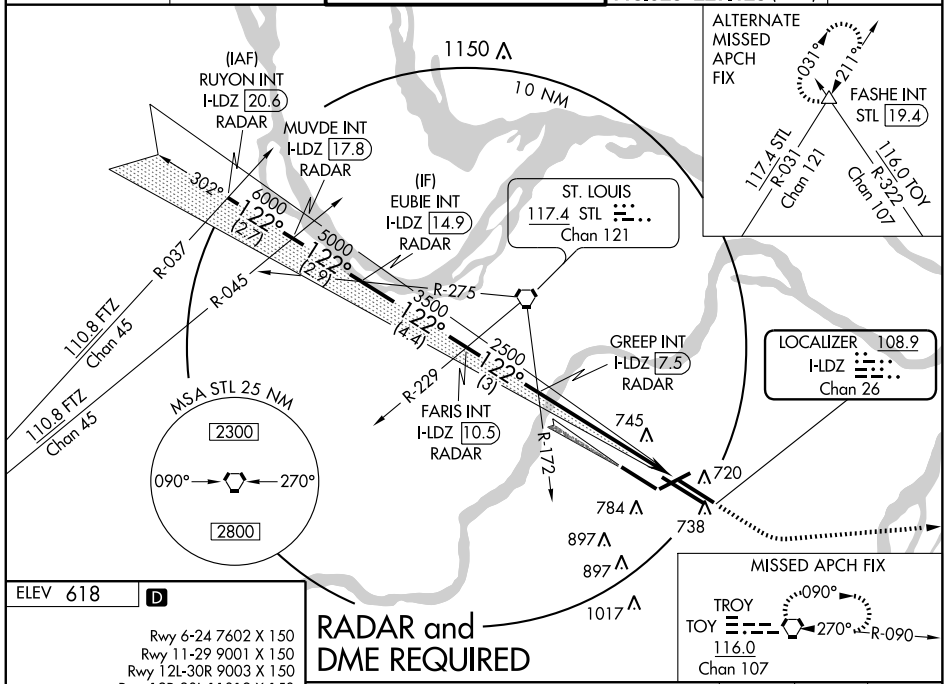
| LOC/DME I-LDZ | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| 108.9 | 122° | TDZE | 541 |
| Chan 26 | | Apt Elev | 618 |

Procedure not authorized when glideslope not available.
Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

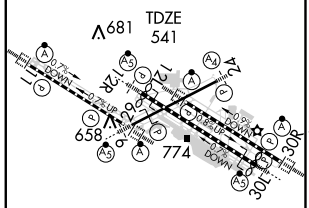
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |



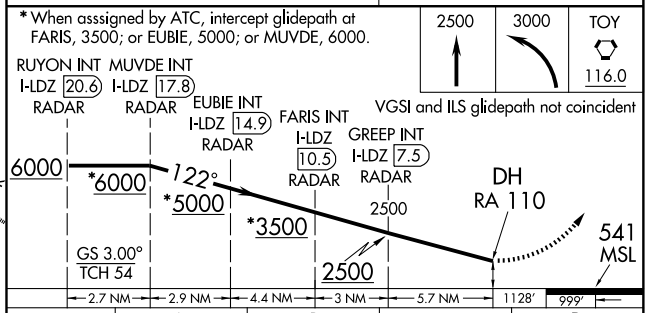

RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12L | RA 110/12 100 DA 641 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 14 JAN 2010 to 11 FEB 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 12L (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

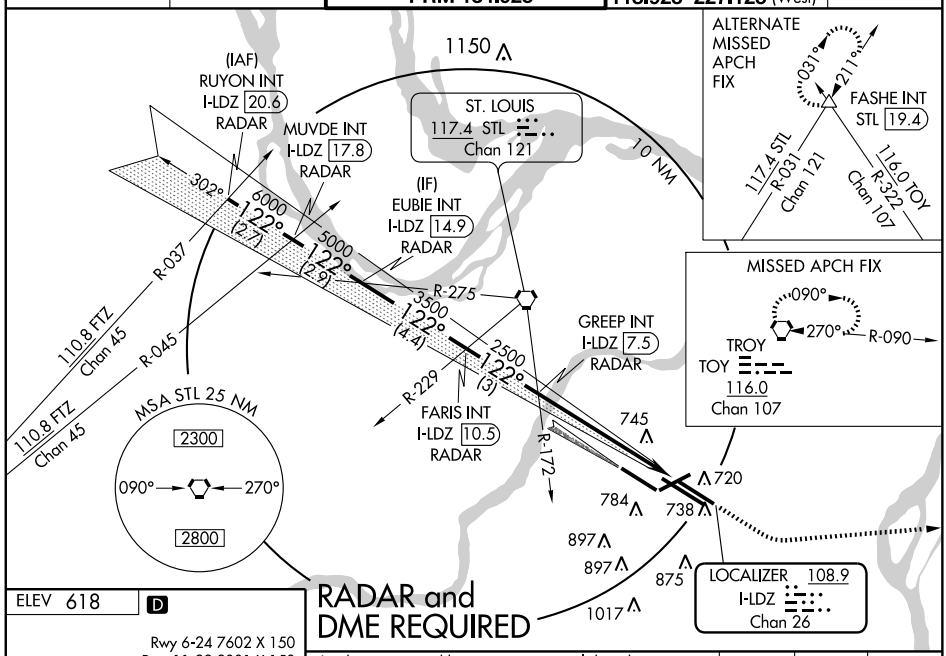
| LOC/DME I-LDZ | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| 108.9 | 122° | TDZE | 541 |
| Chan 26 | | Apt Elev | 618 |

Procedure not authorized when glideslope not available.
Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

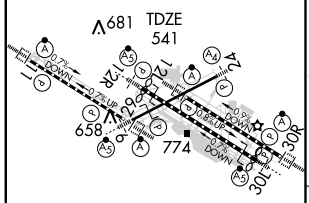
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

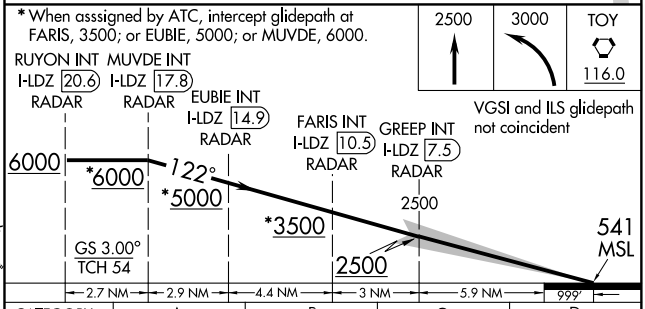



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12L | | CAT IIIa | RVR 07 | |
| S-ILS 12L | | CAT IIIb | RVR 06 | |
| S-ILS 12L | | CAT IIIc | NA | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 14 JAN 2010 to 11 FEB 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 29
# (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

| LOC/DME I-RQN | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 111.95 | 302° | TDZE | 580 |
| Chan 56(Y) | | Apt Elev | 618 |

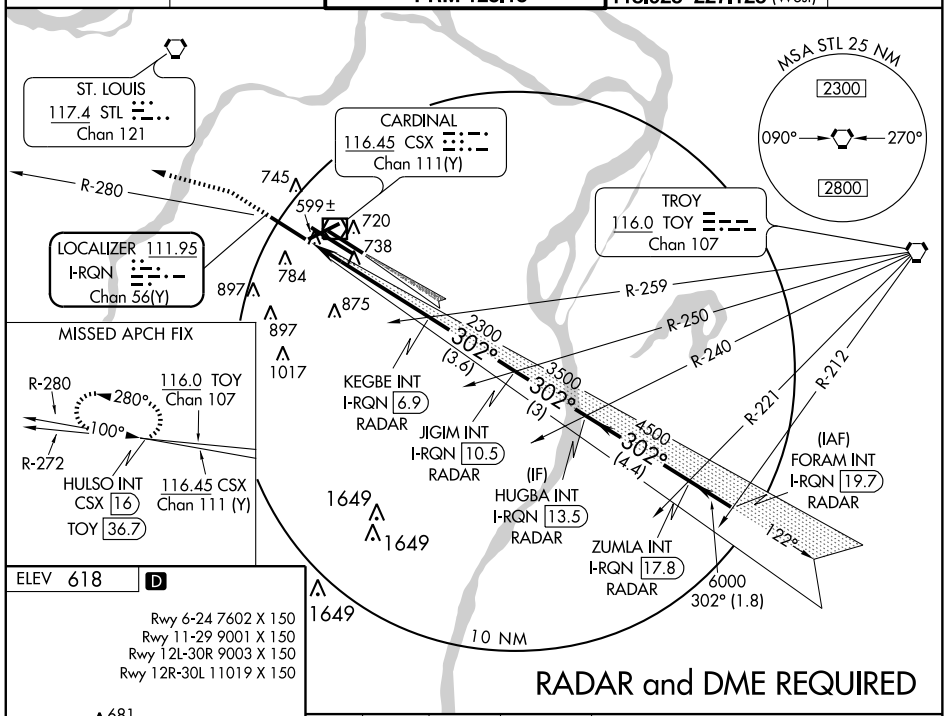
T
A NA

Procedure not authorized when glideslope not available.
Dual VHF comm required. DME Required.
See additional requirements on PRM information page.
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000.
Simultaneous close parallel approach authorized with ILS PRM RWY 30R, ILS PRM RWY 30R (CAT II), and ILS PRM RWY 30R (CAT III).

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

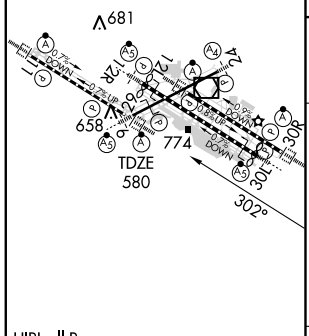
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275<br>PRM 125.15 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |




RADAR and DME REQUIRED

ELEV 618 D

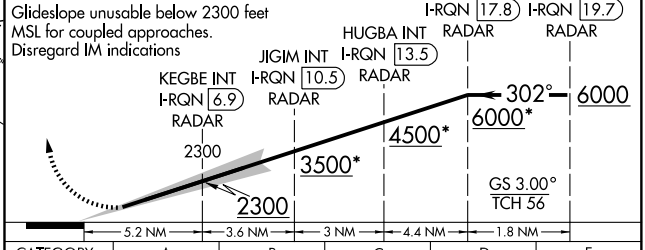
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




| 1040 | 3000 | CSX | HULSO INT |
|---|---|---|---|
| | 285° | R-280<br>116.45 | CSX 16 |

* When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.

Glideslope unsuable below 2300 feet MSL for coupled approaches.
Disregard IM indications




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 29 | 830/40 250 (300-¾) | | | | |

NC-3, 14 JAN 2010 to 11 FEB 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-paticipating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 29 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

(b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 14 JAN 2010 to 11 FEB 2010

# ILS PRM RWY 30R (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

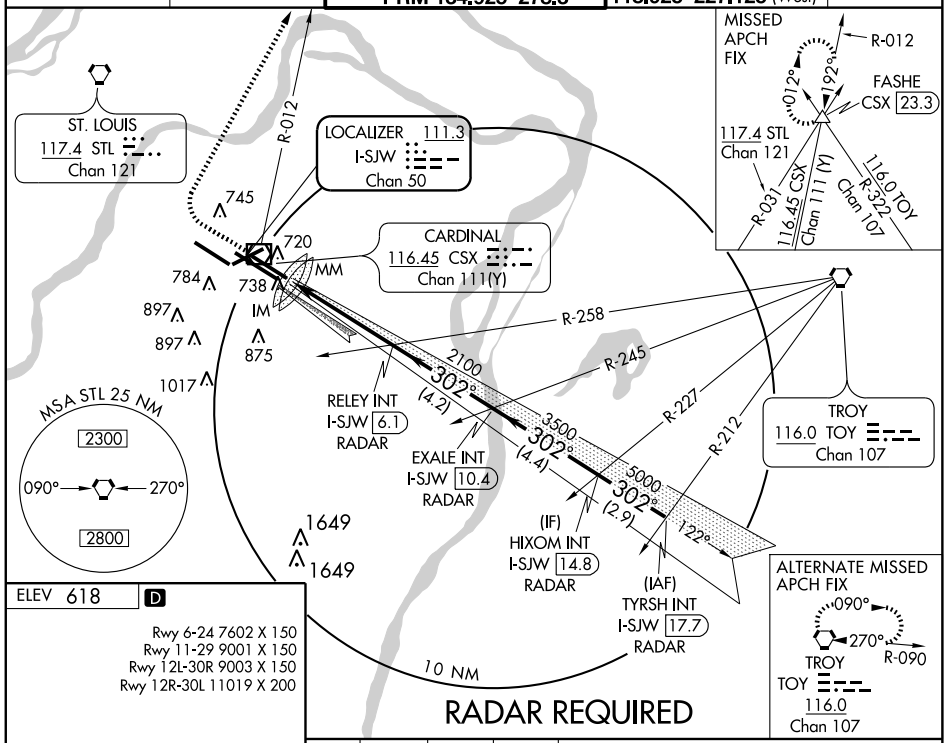
| LOC/DME I-SJW | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| 111.3 | 302° | TDZE | 605 |
| Chan 50 | | Apt Elev | 618 |

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
When ALS inoperative, increase S-ILS visibility Cat. E ¼ mile.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

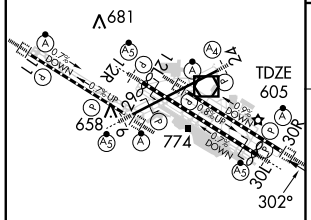
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275<br>PRM 134.925 278.3 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |

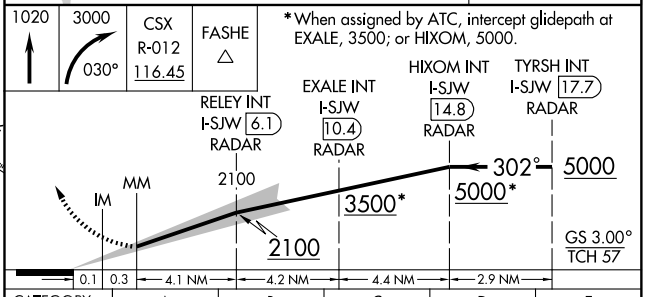



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 30R | 805/18 200 (200-½) | | | | 805/24 200 (200-½) |

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 30R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

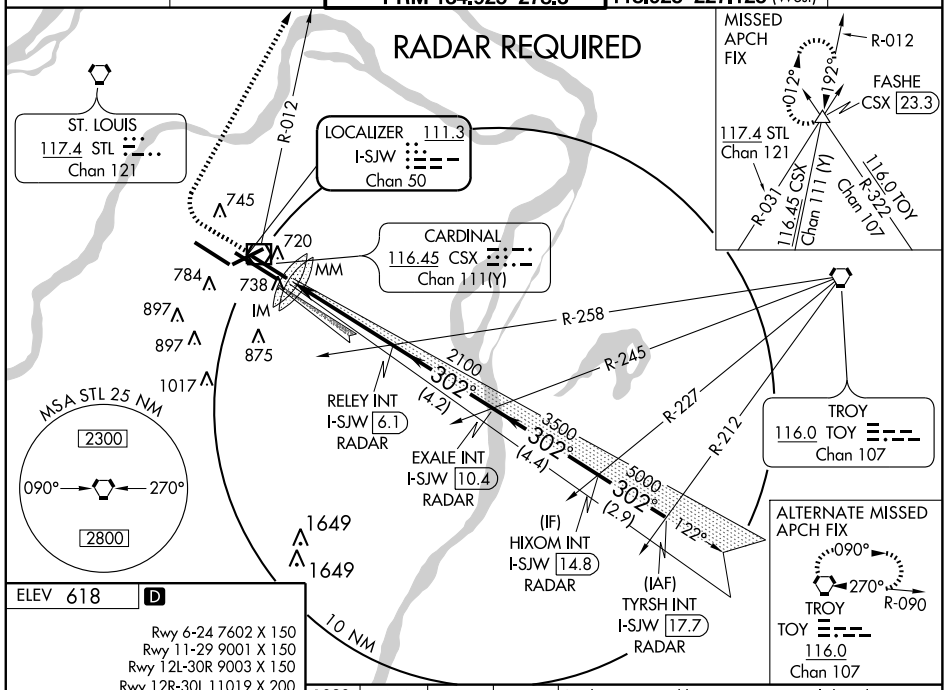
| LOC/DME I-SJW | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| 111.3 | 302° | TDZE | 605 |
| Chan 50 | | Apt Elev | 618 |

Rwy 30L and Rwy 30R separated by 1300′ centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

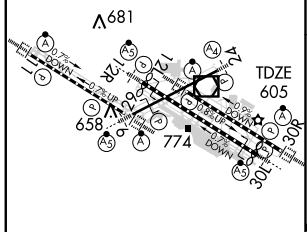
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275<br>PRM 134.925 278.3 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |




NC-3, 14 JAN 2010 to 11 FEB 2010

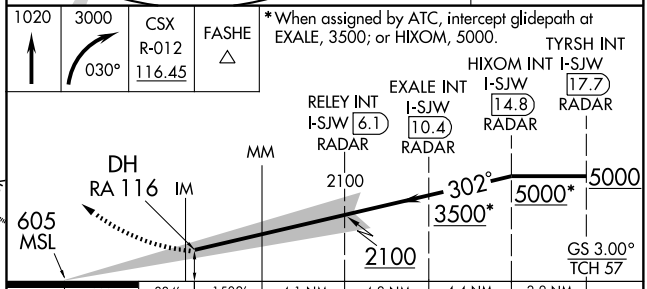
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




| 1020 | 3000 | CSX | FASHE |
|---|---|---|---|
| ↑ | 030° | R-012<br>116.45 | △ |

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30R | RA 116/12 100 DA 705 | | | |

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

## CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 14 JAN 2010 to 11 FEB 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 30R (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

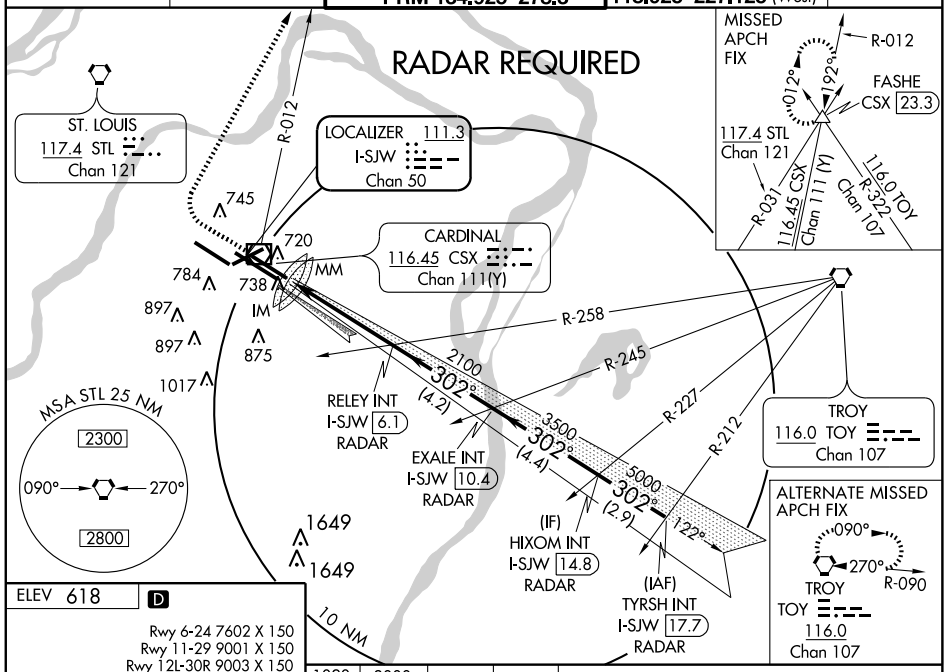
| LOC/DME I-SJW | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| 111.3 | 302° | TDZE | 605 |
| Chan 50 | | Apt Elev | 618 |

Rwy 30L and Rwy 30R separated by 1300′ centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

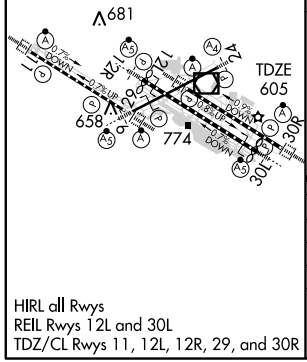
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275<br>PRM 134.925 278.3 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |



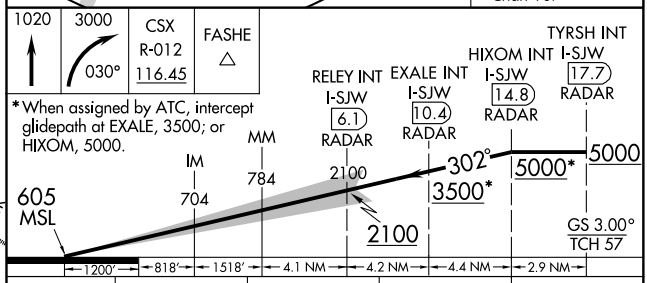

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




| 1020 | 3000 | CSX R-012 116.45 | FASHE |
|---|---|---|---|
| | 030° | | |

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30R | CAT IIIa | RVR 07 | | |
| S-ILS 30R | CAT IIIb | RVR 06 | | |
| S-ILS 30R | CAT IIIc | NA | | |

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 14 JAN 2010 to 11 FEB 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-OGZ 111.95 Chan 56(Y) | APP CRS 122° | Rwy ldg 9001<br>TDZE 618<br>Apt Elev 618 |
|---|---|---|

# ILS RWY 11 (CAT II)

## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

T

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |

RADAR REQUIRED

SISDE INT
I-OGZ 17.8
RADAR

302°

5000
122° (2.9)

ST. LOUIS
117.4 STL
Chan 121

R-276

3500
122°
(4.4)

R-249

2500
122°
(3)

R-203

R-041

110.8 FTZ
Chan 45

ZOVUN INT
I-OGZ 14.9
RADAR

HIXOB INT
I-OGZ 10.4
RADAR

JEXAR INT
I-OGZ 7.4
RADAR

LOCALIZER 111.95
I-OGZ
Chan 56(Y)

CARDINAL
116.45 CSX
Chan 111(Y)

675

745

720

MM

IM

784

738

897

897

875

1017

1128

10 NM

R-170

MISSED APCH FIX

116.45 CSX
Chan 111(Y)

R-170

R-185

117.4 STL
Chan 121

116.0 TOY
Chan 107

R-229

IMPER
STL 24.8
CSX 18.1

350°

170°

R-185

MSA STL 25 NM

2300

090°

270°

2800

NC-3, 14 JAN 2010 to 11 FEB 2010

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

TDZE
618

681

658

774

12R

12L

24

30R

30L

* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

| 1020 | 3000 | STL | IMPER |
|---|---|---|---|
| ↑ | 187° | R-170<br>117.4 | △ |

SISDE INT
I-OGZ 17.8
RADAR

ZOVUN INT
I-OGZ 14.9
RADAR

HIXOB INT
I-OGZ 10.4
RADAR

JEXAR INT
I-OGZ 7.4
RADAR

DH
RA 187

5000

122°

*5000

*3500

2500

MM

IM

618
MSL

GS 3.00°
TCH 55

2500

2.9 NM | 4.4 NM | 3 NM | 5.2 NM | 1651′ | 1128′ | 1209′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | RA 187/12 100 DA 718 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| LOC/DME I-OGZ 111.95 Chan 56 (Y) | APP CRS 122° | Rwy ldg 9001<br>TDZE 618<br>Apt Elev 618 |
|---|---|---|

# ILS RWY 11 (CAT III)

## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

T

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |

RADAR REQUIRED

SISDE INT I-OGZ 17.8 RADAR

302°

5000 122° (2.9)

ST. LOUIS 117.4 STL Chan 121

R-276

3500 122° (4.4)

R-249

2500 122° (3)

R-203

R-041

110.8 FTZ Chan 45

ZOVUN INT I-OGZ 14.9 RADAR

HIXOB INT I-OGZ 10.4 RADAR

JEXAR INT I-OGZ 7.4 RADAR

675

1128

LOCALIZER 111.95 I-OGZ Chan 56(Y)

745

MM

IM

720

897

784

738

897

875

1017

CARDINAL 116.45 CSX Chan 111(Y)

MSA STL 25 NM

2300

090°

270°

2800

10 NM

R-170

MISSED APCH FIX

116.45 CSX Chan 111(Y)

R-170

R-185

117.4 STL Chan 121

116.0 TOY R-229 Chan 107

IMPER

STL 24.8

CSX 18.1

350°

170°

R-185

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

| 1020 | 3000 | STL R-170 117.4 | IMPER |
|---|---|---|---|
| ↑ | 187° | | △ |

SISDE INT I-OGZ 17.8 RADAR

ZOVUN INT I-OGZ 14.9 RADAR

HIXOB INT I-OGZ 10.4 RADAR

JEXAR INT I-OGZ 7.4 RADAR

5000 — 122°

*5000

*3500

2500

MM 819

IM 719

618 MSL

GS 3.00°

TCH 55

2.9 NM | 4.4 NM | 3 NM | 5.2 NM | 1919' | 860' | 1209'

TDZE 618

681

658

774

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | | CAT IIIa | RVR 07 | |
| S-ILS 11 | | CAT IIIb | RVR 06 | |
| S-ILS 11 | | CAT IIIc | NA | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-LDZ 108.9 Chan 26 | APP CRS 122° | Rwy ldg 9003 TDZE 541 Apt Elev 618 |
|---|---|---|

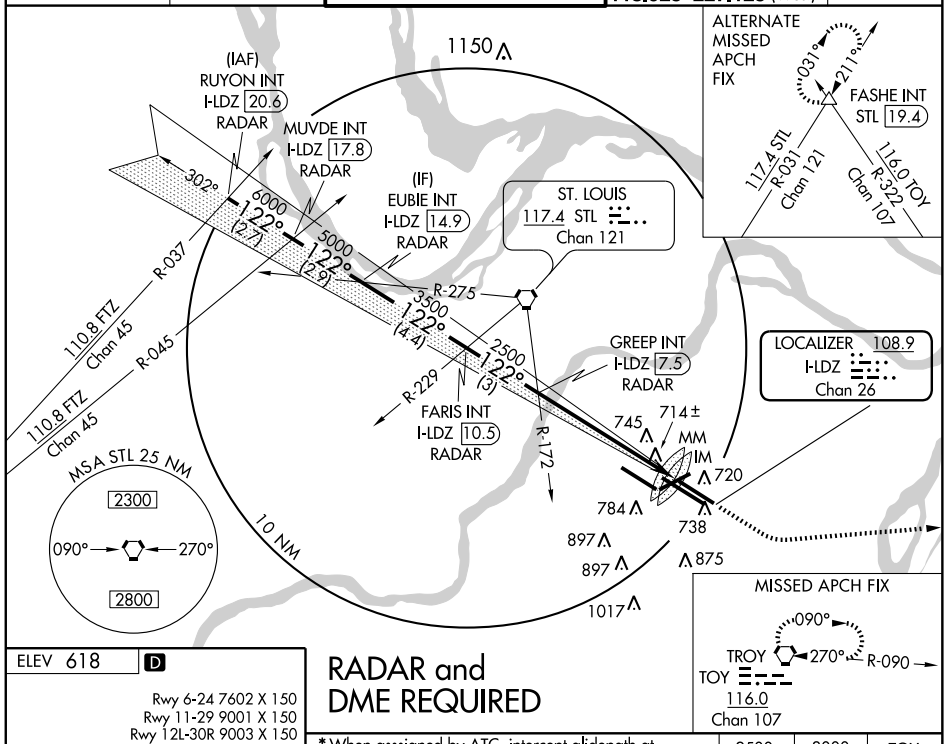
# ILS RWY 12L (CAT II)

## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

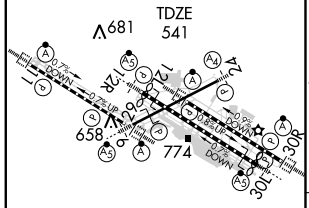
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




NC-3, 14 JAN 2010 to 11 FEB 2010

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



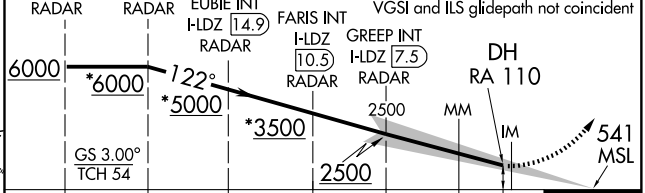

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

## RADAR and DME REQUIRED

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

| 2500 | 3000 | TOY 116.0 |
|---|---|---|

VGSI and ILS glidepath not coincident




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12L | RA 110/12 100 DA 641 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

| LOC/DME I-LDZ 108.9 Chan 26 | APP CRS 122° | Rwy ldg 9003 TDZE 541 Apt Elev 618 |
|---|---|---|

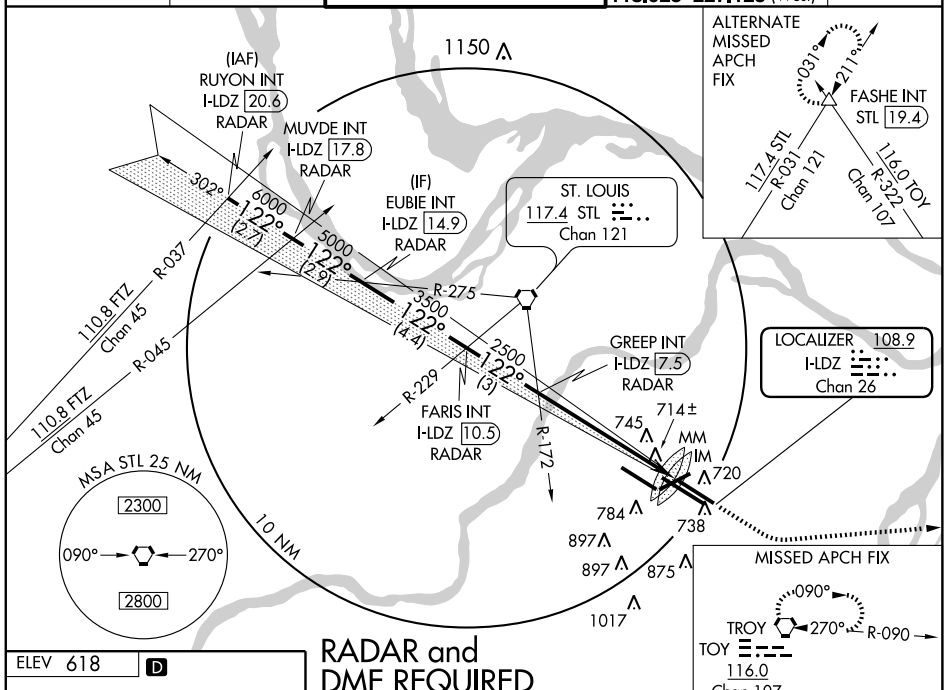
# ILS RWY 12L (CAT III)

## ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

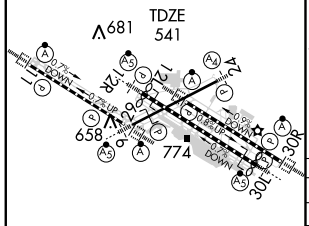
| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

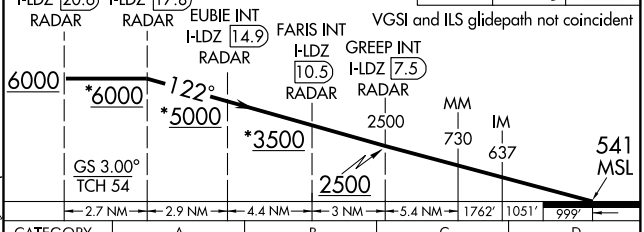



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

| 2500 | 3000 | TOY 116.0 |
|---|---|---|

VGSI and ILS glidepath not coincident




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12L | CAT IIIa | RVR 07 | | |
| S-ILS 12L | CAT IIIb | RVR 06 | | |
| S-ILS 12L | CAT IIIc | NA | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-SJW | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| 111.3 | 302° | TDZE | 605 |
| Chan 50 | | Apt Elev | 618 |

# ILS RWY 30R (CAT II)

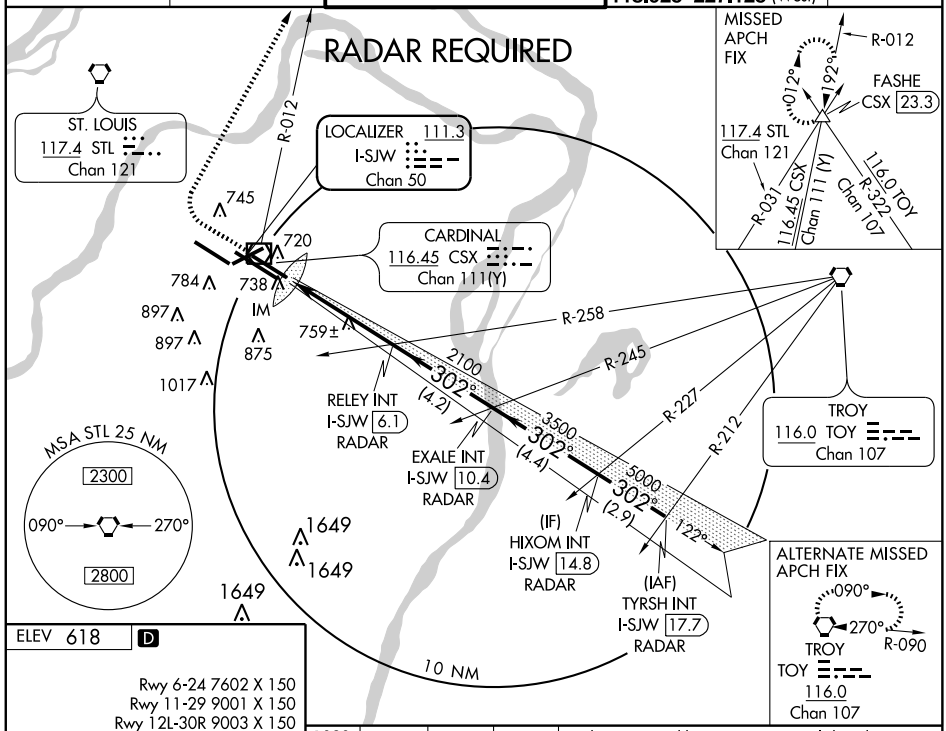
## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.

ALSF-2

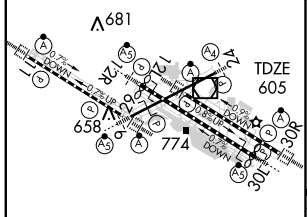
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




ELEV 618 D

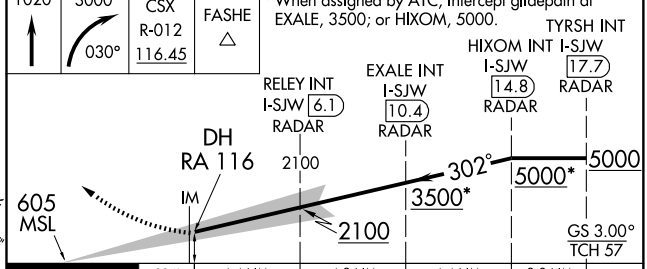
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| 1020 | 3000 | CSX | FASHE |
|---|---|---|---|
| ↑ | 030° | R-012 116.45 | △ |

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30R | RA 116/12 100 DA 705 | | | |

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

| LOC/DME I-SJW | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| 111.3 | 302° | TDZE | 605 |
| Chan 50 | | Apt Elev | 618 |

# ILS RWY 30R (CAT III)

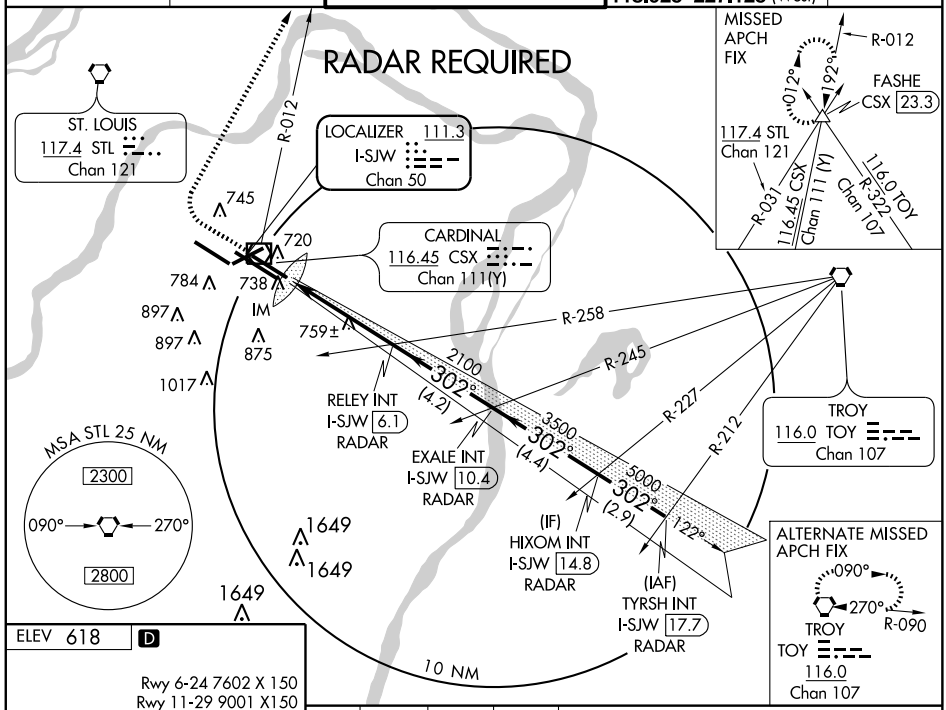
## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.

ALSF-2

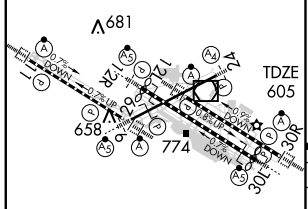
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |




ELEV 618 D

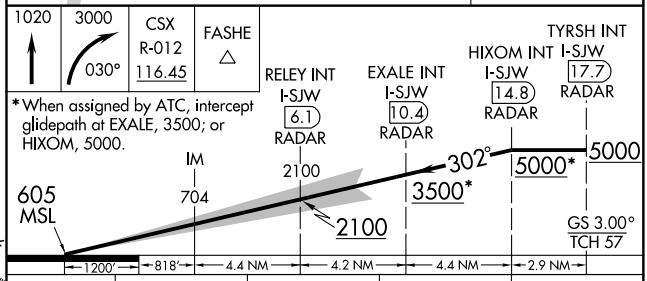
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| 1020 | 3000 | CSX R-012 116.45 | FASHE |
|---|---|---|---|
| | 030° | | |

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30R | | CAT IIIa | RVR 07 | |
| S-ILS 30R | | CAT IIIb | RVR 06 | |
| S-ILS 30R | | CAT IIIc | NA | |

**CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

| LOC/DME I-RMK | APP CRS | Rwy ldg | 10818 |
|---|---|---|---|
| 111.75 | 305° | TDZE | 583 |
| Chan 54 (Y) | | Apt Elev | 618 |

# LDA/DME RWY 30L

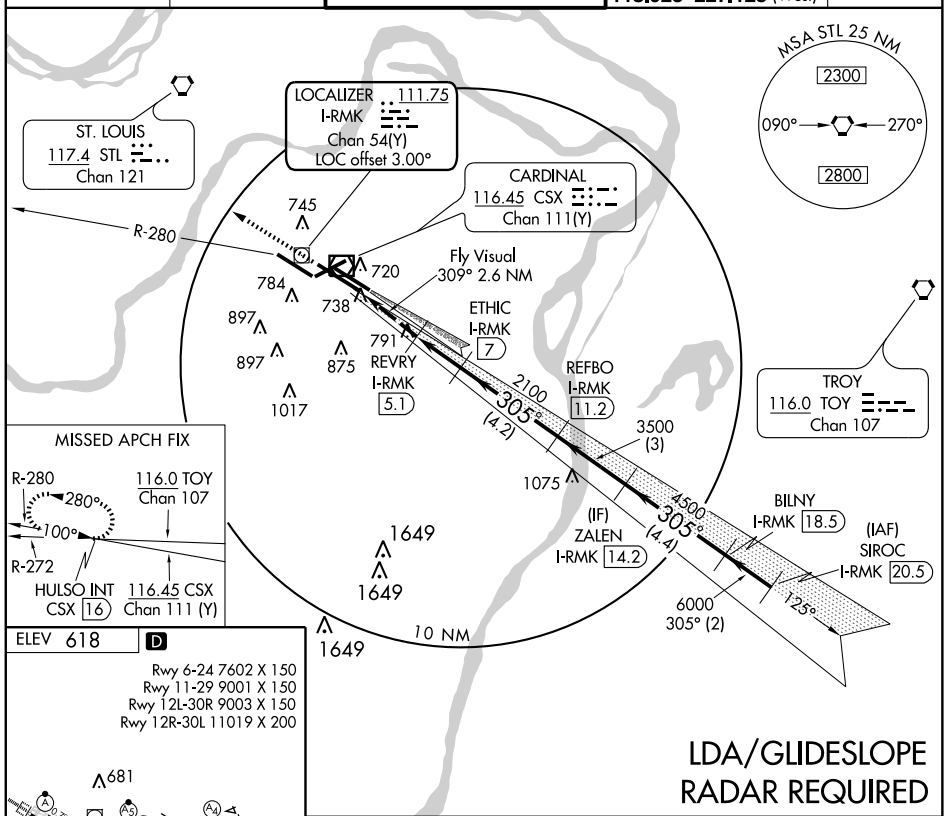
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

T NA — Inoperative table does not apply. Procedure NA when glideslope not available. Localizer unusable from MAP inbound.

MALSR A5

MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

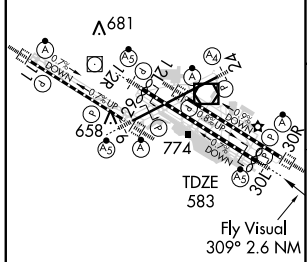






ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

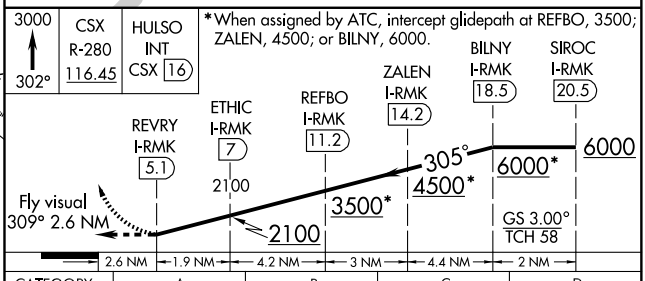



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

## LDA/GLIDESLOPE RADAR REQUIRED

| 3000 ↑ 302° | CSX R-280 116.45 | HULSO INT CSX 16 |
|---|---|---|

*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LDA/GS 30L | 1476-3 893 (900-3) | | | |

ST. LOUIS, MISSOURI

AL-360 (FAA)

# LDA PRM RWY 30L (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

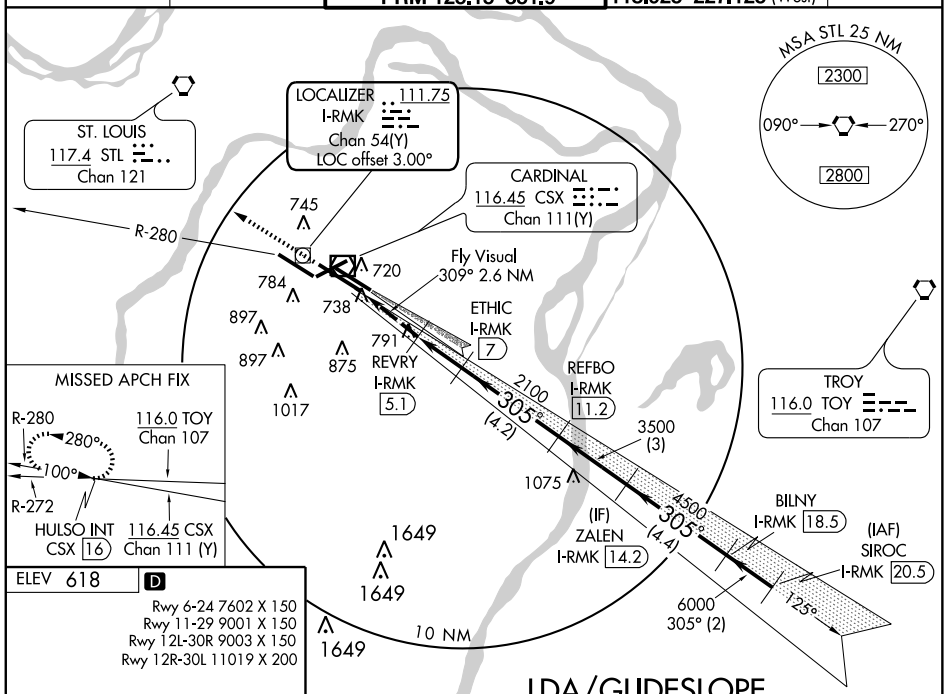
| LOC/DME I-RMK | APP CRS | Rwy ldg | 10818 |
|---|---|---|---|
| 111.75 | 305° | TDZE | 583 |
| Chan 54 (Y) | | Apt Elev | 618 |

T Inoperative table does not apply.
A NA Procedure NA when glideslope not available.
Localizer unusable from MAP inbound.
Rwy 30L and Rwy 30R separated by 1300′ centerline to centerline.
Simultaneous close parallel approach authorized with ILS PRM Rwy 30R.
Dual VHF required.
See additional requirements on PRM information page.

MALSR (A5)

MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275<br>PRM 125.15 351.9 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |



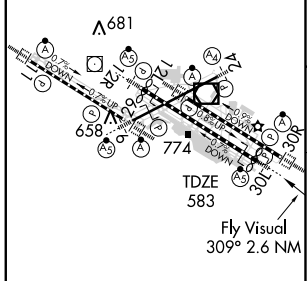

MISSED APCH FIX




LDA/GLIDESLOPE
RADAR and DME REQUIRED

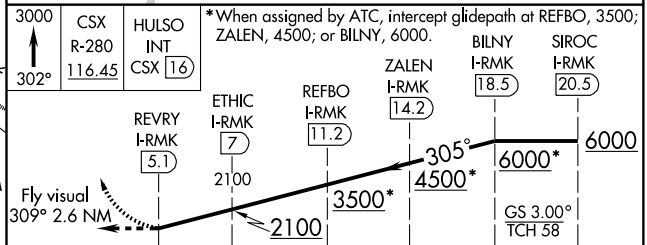
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




| 3000 | CSX | HULSO INT |
|---|---|---|
| 302° | R-280 116.45 | CSX 16 |

*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LDA/GS 30L | 1476-3 893 (900-3) | | | |

NC-3, 14 JAN 2010 to 11 FEB 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

(b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **STL Visual Segment.** If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:

(a) The ILS traffic is in sight and is expected to remain in sight.
(b) ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission)
(c) The runway environment is in sight.

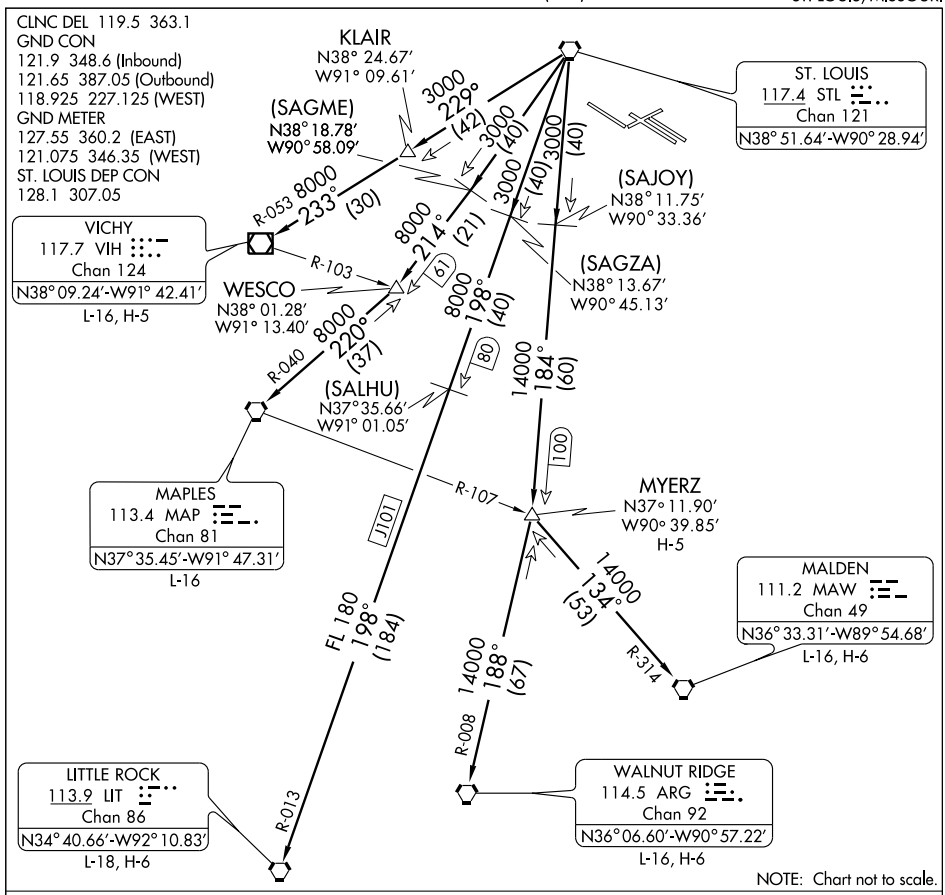
Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

NC-3. 14 JAN 2010 to 11 FEB 2010

# LINDBERGH TWO DEPARTURE

SL-360 (FAA)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI




## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojet departures climb and maintain 5000 feet or assigned altitude. Propeller driven departures climb and maintain 3000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

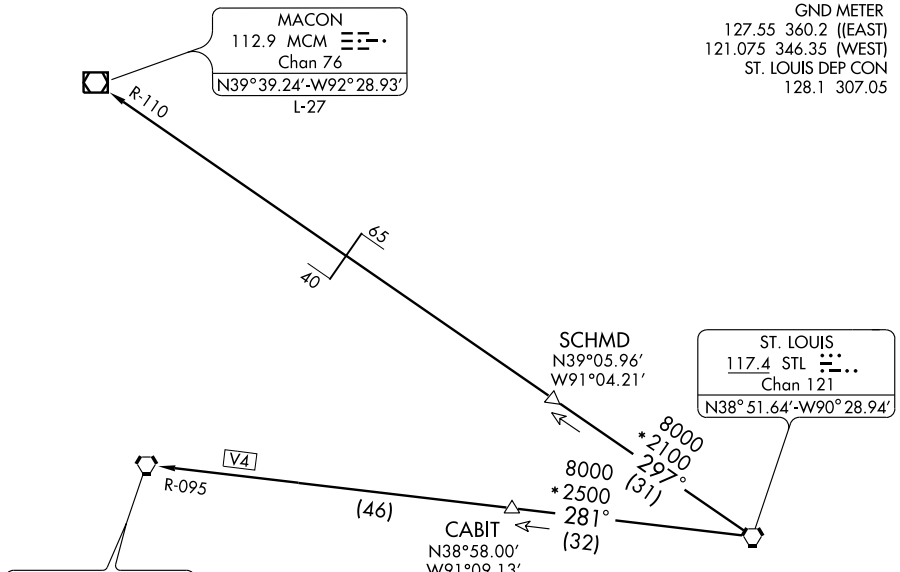
VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

# OZARK THREE DEPARTURE

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

CLNC DEL 119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 ((EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
128.1 307.05




TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojets: Maintain 5000 feet or higher assigned altitude. All others: Maintain 3000 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281and HLV R-095 to HLV VORTAC.

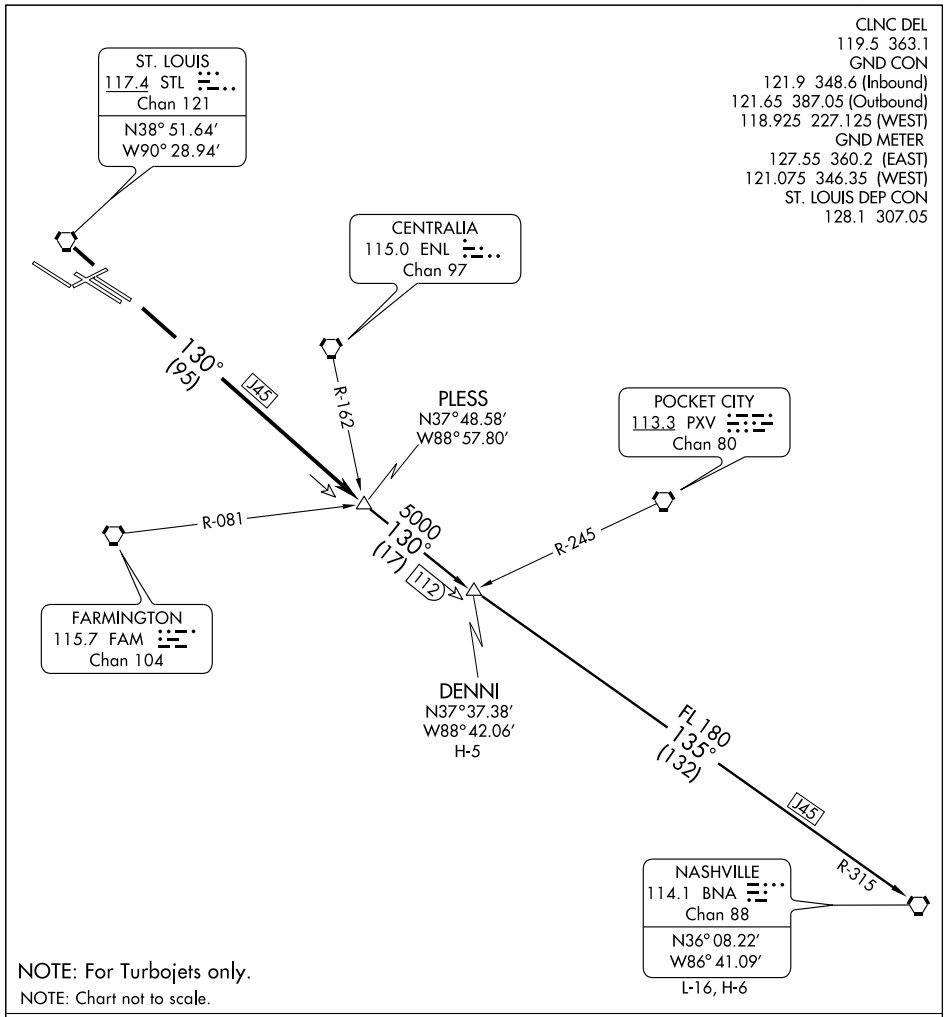
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

NC-3, 14 JAN 2010 to 11 FEB 2010

# PLESS ONE DEPARTURE

SL-360 (FAA)






NOTE: For Turbojets only.

NOTE: Chart not to scale.

T

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

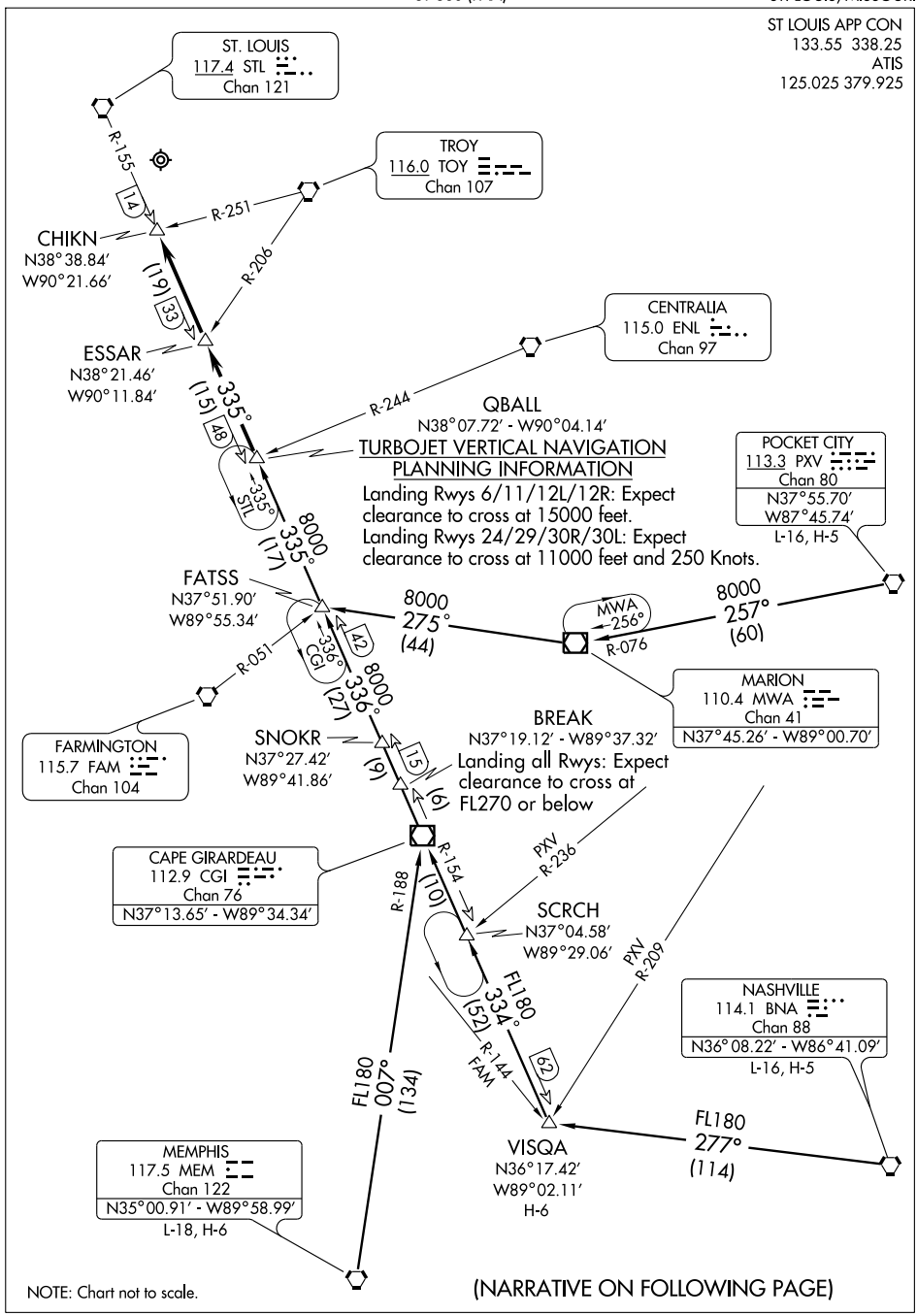
DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT via STL R-130 and BNA R-315 to BNA VORTAC.

# QBALL SIX ARRIVAL

ST-360 (FAA)

LAMBERT ST-LOUIS INTL
ST. LOUIS, MISSOURI




(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

MEMPHIS TRANSITION (MEM.QBALL6): From over MEM VORTAC via MEM R-007 and CGI R-188 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

NASHVILLE TRANSITION (BNA.QBALL6): From over BNA VORTAC via BNA R-277 to VISQA INT, then via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL6): From over PXV VORTAC via PXV R-257 and MWA R-076 to MWA VOR/DME, then via MWA R-275 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

VISQA TRANSITION (VISQA.QBALL6): From over VISQA INT via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

. . . .LANDING RWYS 6/11/12L/12R: From over QBALL INT via STL R-155 to CHIKN INT. Expect radar vectors to final approach course.

. . . .LANDING RWYS 24/29/30R/30L: From over QBALL INT via STL R-155 to ESSAR INT. Expect radar vectors to final approach course.

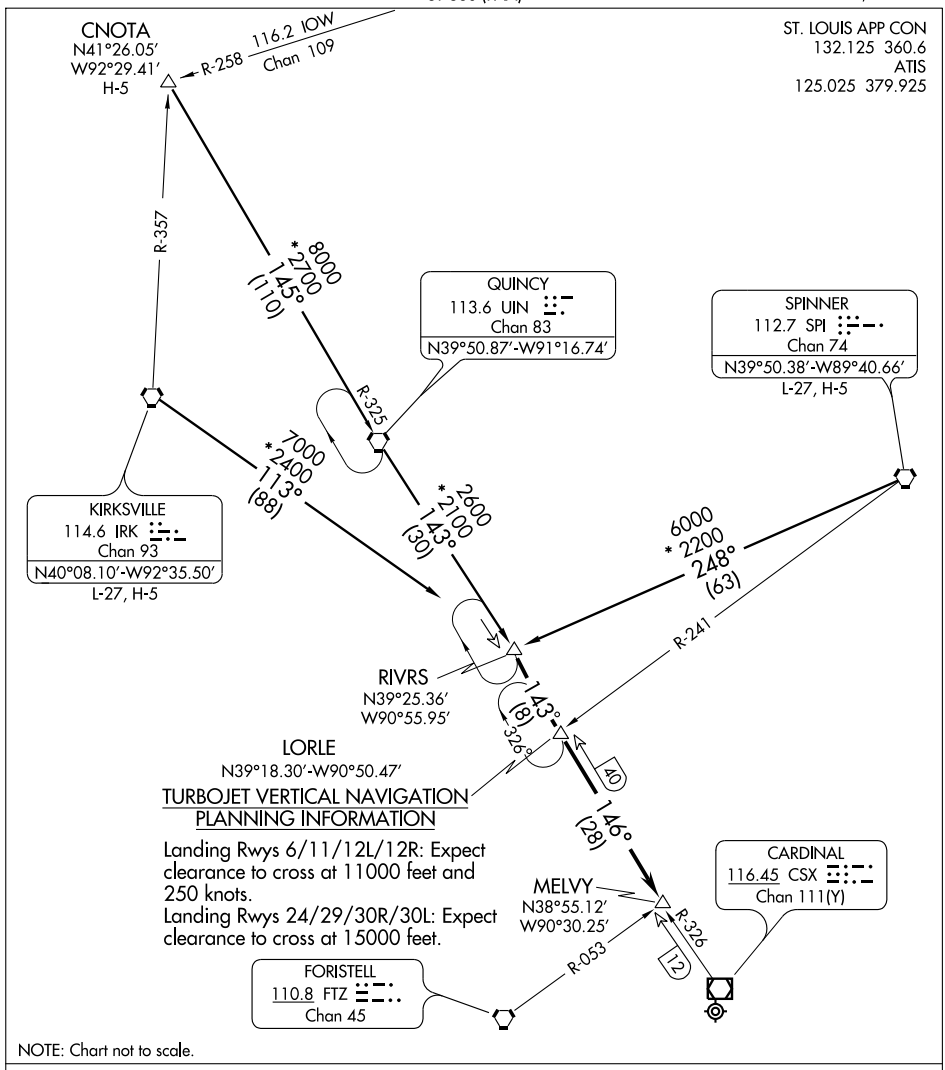
NC-3, 14 JAN 2010 to 11 FEB 2010

(RIVRS.RIVRS3) 09015

# RIVERS THREE ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI




TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Landing Rwys 6/11/12L/12R: Expect clearance to cross at 11000 feet and 250 knots.
Landing Rwys 24/29/30R/30L: Expect clearance to cross at 15000 feet.

NOTE: Chart not to scale.

SPINNER TRANSITION (SPI.RIVRS3): From over SPI VORTAC via SPI R-248 to RIVRS INT. Thence....

CNOTA TRANSITION (CNOTA.RIVRS3): From over CNOTA INT via UIN R-325 to UIN VORTAC then via UIN R-143 to RIVRS INT. Thence....

KIRKSVILLE TRANSITION (IRK.RIVRS3): From over IRK VORTAC via IRK R-113 to RIVRS INT. Thence....

Landing all runways....From over RIVRS INT via UIN R-143 to LORLE INT, then via CSX R-326 to MELVY INT, thence expect vectors to final approach course.

NC-3. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 7602 |
|---|---|---|
| 063° | TDZE | 551 |
| | Apt Elev | 604 |

# RNAV (GPS) RWY 6

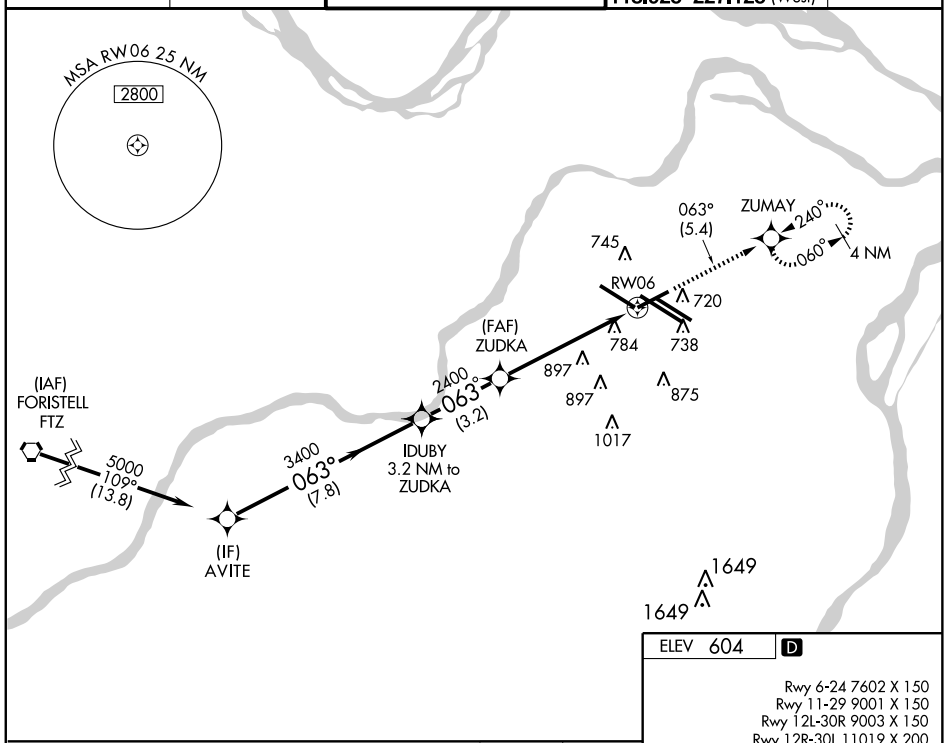
## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

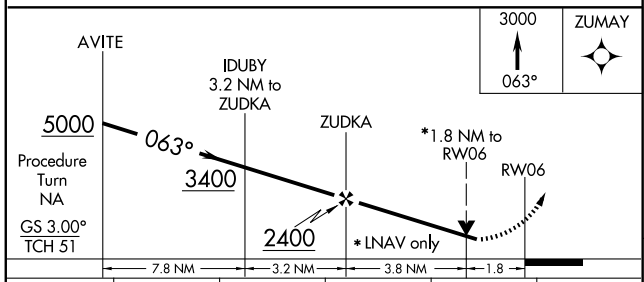
T NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16° C (3°F)

MALSR A5

MISSED APPROACH: Climb to 3000 via 063° course to ZUMAY WP and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

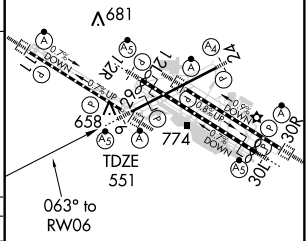



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/ VNAV DA | 1040/60 489 (500-1½) | | | | |
| LNAV MDA | 1160/40 609 (600-¾) | | 1160/60 609 (600-1¼) | 1160-1½ 609 (600-1½) | 1160-1¾ 609 (600-1¾) |

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 82699 W11A | APP CRS 122° | Rwy ldg 9001<br>TDZE 618<br>Apt Elev 618 |
|---|---|---|

# RNAV (GPS) RWY 11

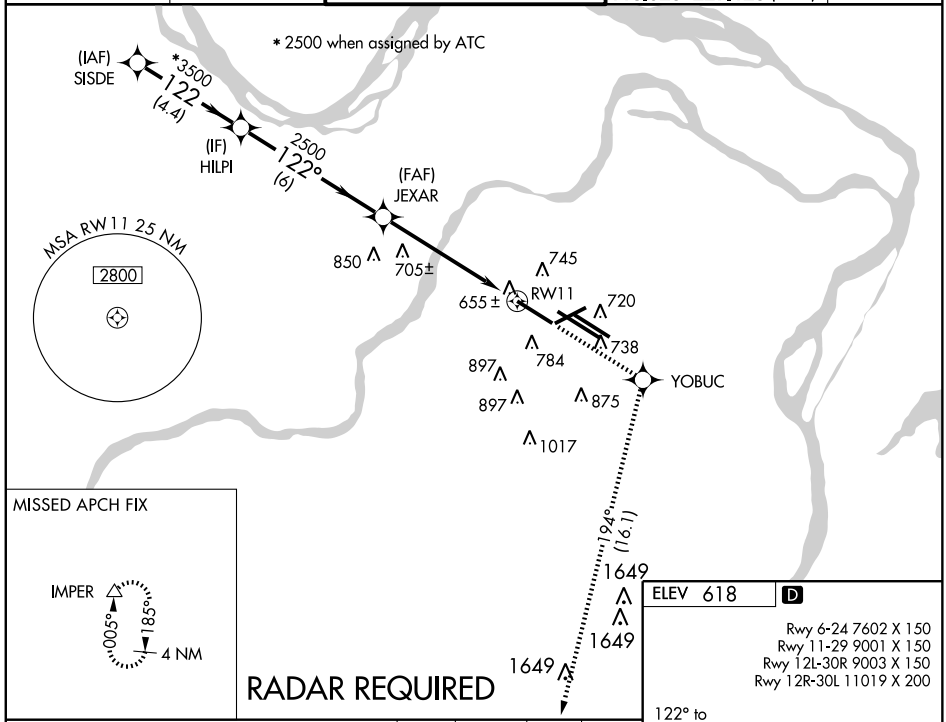
## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).

ALSF-2

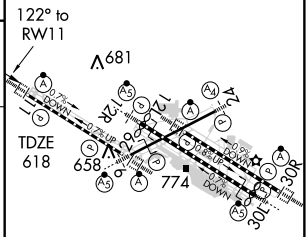
MISSED APPROACH: Climb to 3000 direct YOBUC and via 194° track to IMPER and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |

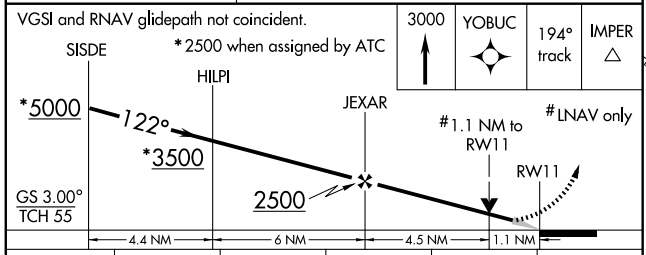



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 868/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 960/40 342 (400-¾) | | | | |
| LNAV MDA | 1020/24 402 (500-½) | | 1020/40 402 (500-¾) | 1020/50 402 (500-1) | |

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 69499 W12A | APP CRS 122° | Rwy ldg 9003<br>TDZE 541<br>Apt Elev 618 |
|---|---|---|

# RNAV (GPS) RWY 12L

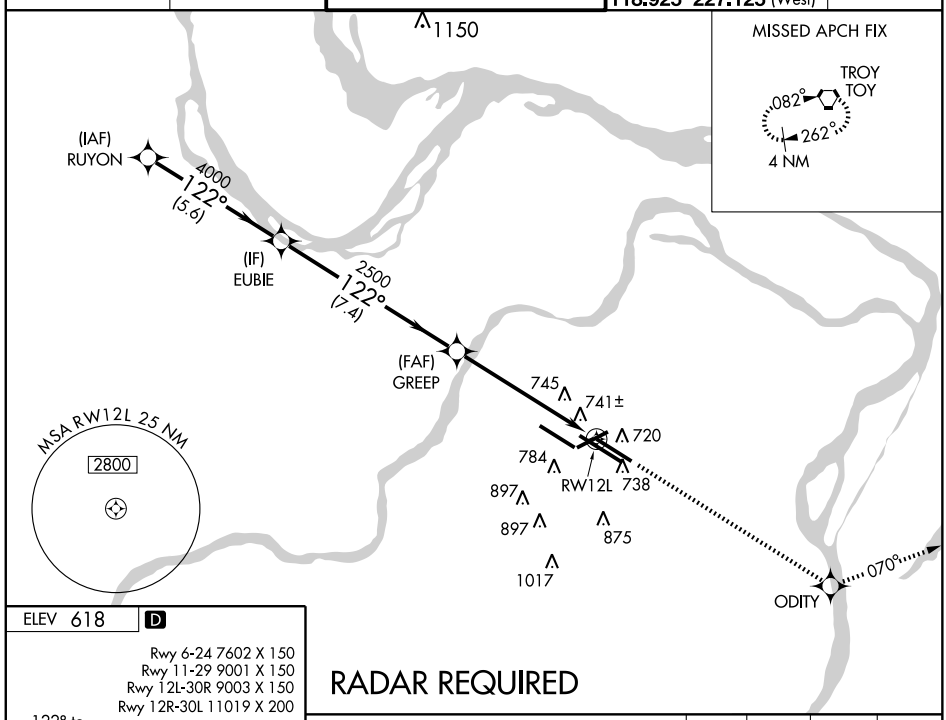
## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

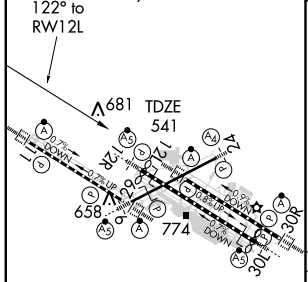
For inoperative ALSF-2, increase LPV all Cats visibility to 1½, LNAV/VNAV and LNAV Cat E visibility to 1¾.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).
DME/DME RNP-0.3 NA.

ALSF-2

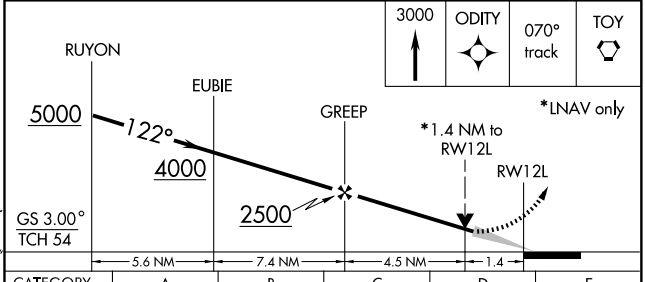
MISSED APPROACH: Climb to 3000 direct ODITY and via 070° track to TOY VORTAC and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |




RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 951/50 410 (400-1) | | | | |
| LNAV/VNAV DA | 1040/60 499 (500-1¼) | | | | |
| LNAV MDA | 1040/24 499 (500-½) | | 1040/40 499 (500-¾) | 1040/50 499 (500-1) | 1040/60 499 (500-1¼) |

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| APP CRS | Rwy ldg | 10552 |
|---|---|---|
| 122° | TDZE | 540 |
| | Apt Elev | 604 |

# RNAV (GPS) RWY 12R

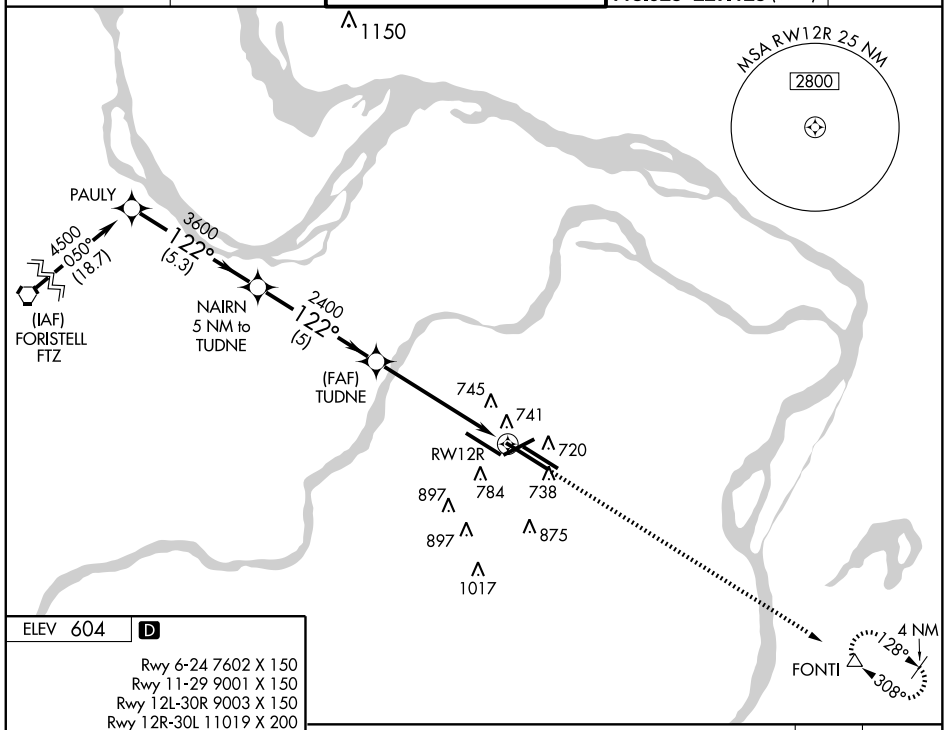
## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative MALSR: increase LNAV Cats A/B to RVR 5000.
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16° C (3° F)

MALSR

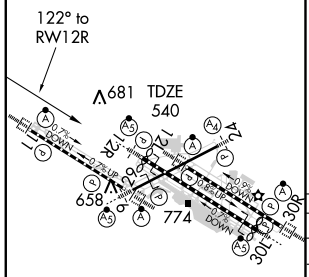
MISSED APPROACH: Climb to 5000 direct FONTI and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

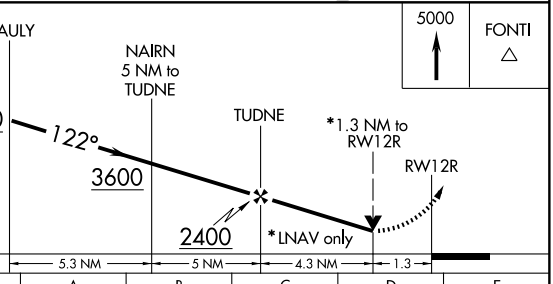



ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 1102-1½ 562 (500-1½) | | | | |
| LNAV MDA | 1000/40 460 (400-¾) | | | 1000/50 460 (400-1) | 1000-1½ 460 (400-1½) |

| APP CRS | Rwy ldg | 7602 |
|---|---|---|
| 243° | TDZE | 534 |
| | Apt Elev | 604 |

# RNAV (GPS) RWY 24

## ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

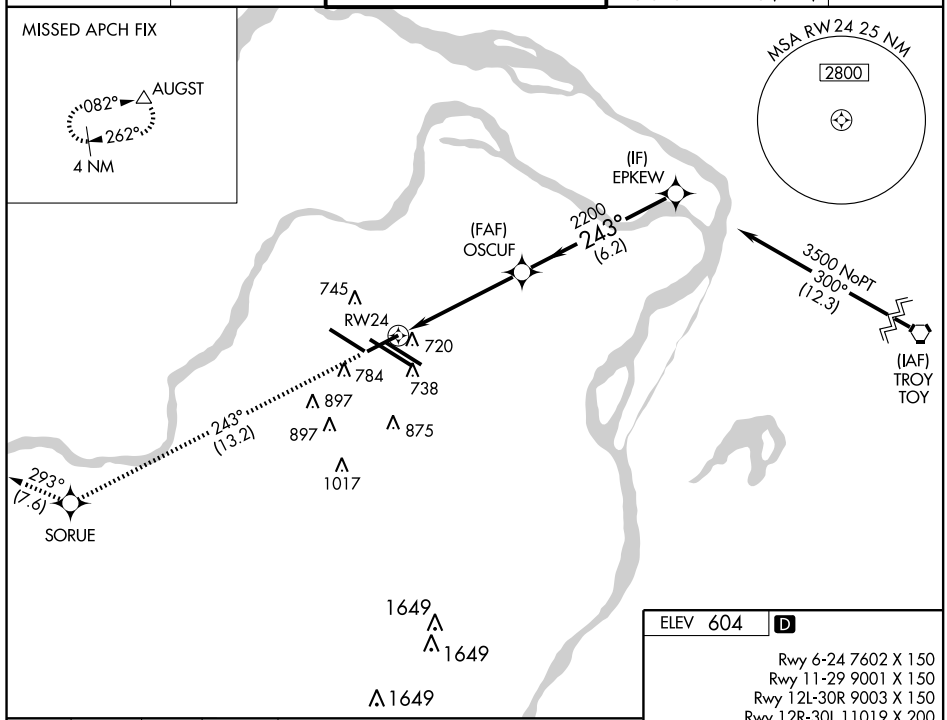
T
A NA

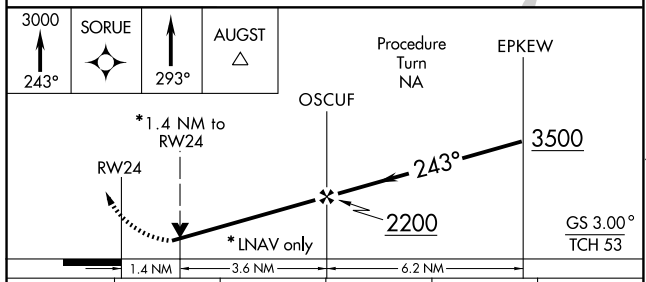
Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C.
Baro-VNAV NA below -16° C (3°F)
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALS
A4

MISSED APPROACH: Climb to 3000 via 243° course to SORUE WP then via 293° course to AUGST WP and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

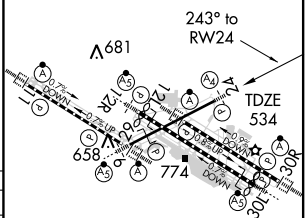



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 1000-1½ 466 (400-1½) | | | | |
| LNAV MDA | 1040/40 506 (500-¾) | | 1040-1½ 506 (500-1½) | | 1040-1¾ 506 (500-1¾) |

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 42500 W29A | APP CRS 302° | Rwy ldg 9001<br>TDZE 580<br>Apt Elev 618 |
|---|---|---|

# RNAV (GPS) RWY 29

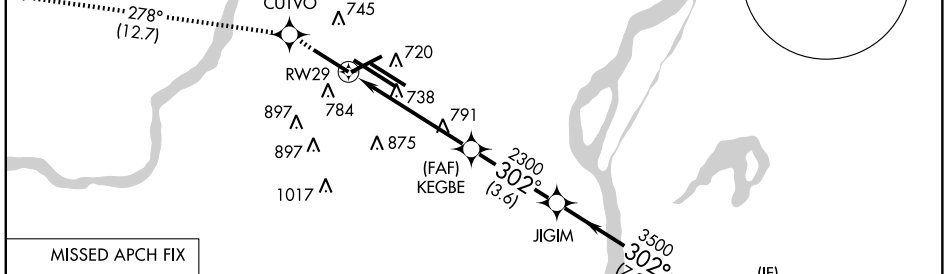
## ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
For inoperatvie ALSF-2, increase LPV all Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¾, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¾ .

ALSF-2

MISSED APPROACH: Climb to 3000 direct CUTVO and via 278° track to HULSO and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |

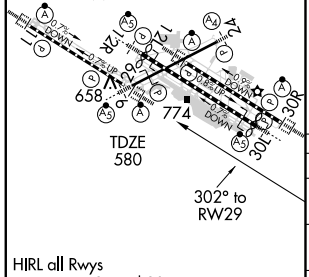



MISSED APCH FIX

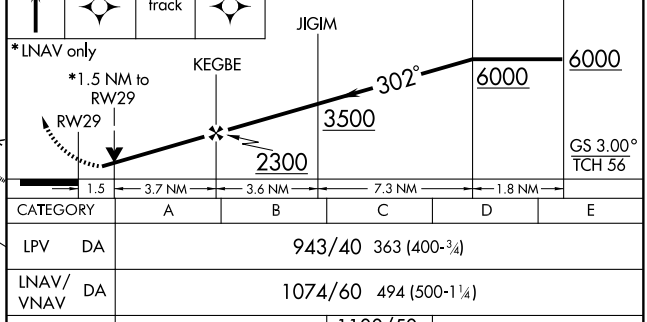
RADAR REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 943/40 363 (400-¾) | | | | |
| LNAV/VNAV DA | 1074/60 494 (500-1¼) | | | | |
| LNAV MDA | 1100/40 520 (500-¾) | | 1100/50 520 (500-1) | 1100/60 520 (500-1¼) | |

| APP CRS | Rwy ldg | 10818 |
|---|---|---|
| 302° | TDZE | 583 |
| | Apt Elev | 604 |

# RNAV (GPS) RWY 30L

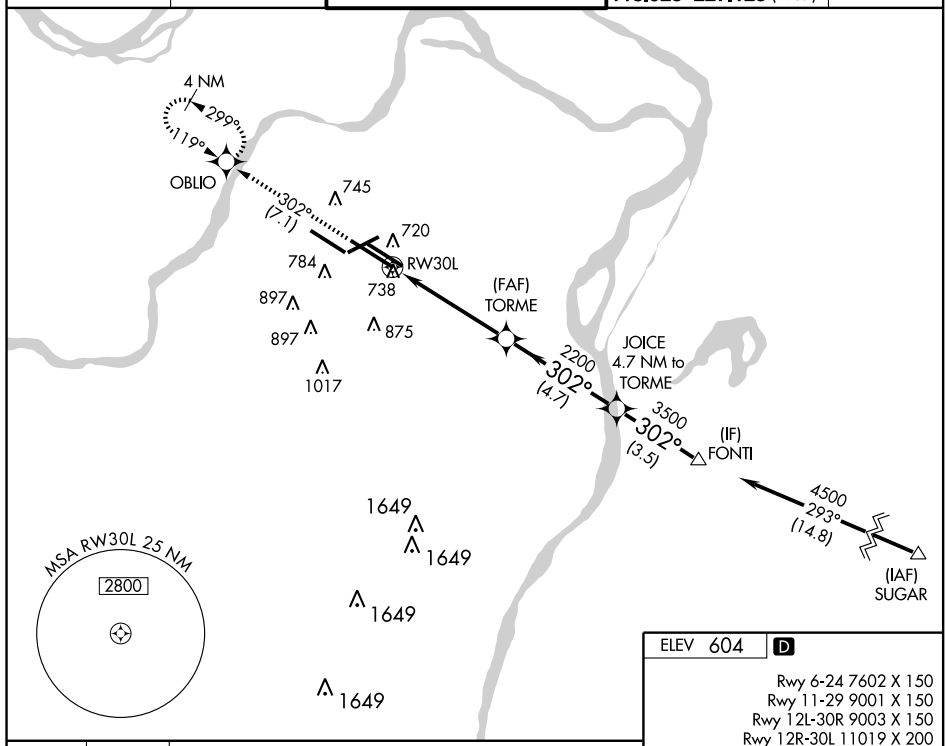
## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

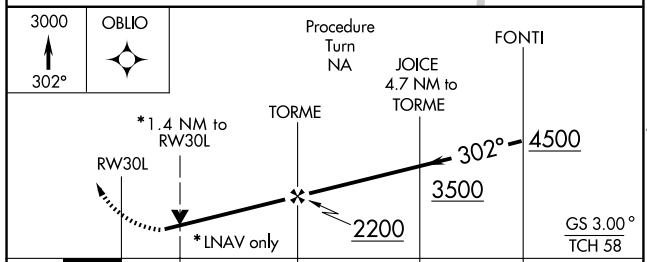
NA For inoperative MALSR: increase LNAV Cats A/B to RVR 5000. Baro-VNAV NA below -16°C (3°F). GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR A5

MISSED APPROACH: Climb to 3000 via 302° course to OBLIO WP and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 | 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) | 119.5 363.1 |

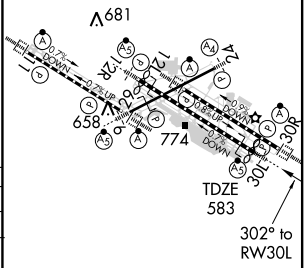



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/ VNAV DA | 1000/50 417 (400-1) | | | | |
| LNAV MDA | 1100/40 517 (500-¾) | | 1100/50 517 (500-1) | 1100/60 517 (500-1¼) | |

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200




HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

| WAAS CH 73000 W30A | APP CRS 302° | Rwy ldg 9003<br>TDZE 605<br>Apt Elev 618 |
|---|---|---|

# RNAV (GPS) RWY 30R

## ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000, Cat. E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).

ALSF-2

MISSED APPROACH: Climb to 3000 direct IDLOC and via 024° track to FASHE and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 133.55 338.25 | N 120.05 284.6 S 118.5 257.7<br>W 132.475 239.275 | 121.9 348.6 (Inbound)<br>121.65 387.05 (Outbound)<br>118.925 227.125 (West) | 119.5 363.1 |

RADAR REQUIRED

MISSED APCH FIX

5 NM 030° 210° FASHE

024° (22.2) IDLOC 745 720 RW30R 784 738 723± CEVTA 1.4 NM to RW30R 897 897 875 1017 (FAF) RELEY 2100 302° (4.2) EXALE 3500 302° (4.4) (IF) HIXOM 5000 302° (2.9) (IAF) TYRSH

MSA RW30R 25 NM 2800

1649 1649 1649 1649

3000 IDLOC 024° track FASHE

*LNAV only

RW30R CEVTA 1.4 NM to RW30R RELEY EXALE HIXOM TYRSH

1100* 2100 3500 5000 302° 5000

GS 3.00° TCH 57

1.4 NM 3.1 NM 4.2 NM 4.4 NM 2.9 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 908/24 303 (300-½) | | | | 908/40 303 (300-¾) |
| LNAV/VNAV DA | 973/40 368 (400-¾) | | | | |
| LNAV MDA | 1000/24 395 (400-½) | | | 1000/50 395 (400-1) | |

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681 TDZE 605 658 774 302° to RW30R

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30L

NC-3, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 12R

| VORTAC STL | APCH CRS | Rwy ldg 10,552 |
|---|---|---|
| 117.4 | 142° | TDZE 540 |
| Chan 121 | | Arpt Elev 618 |

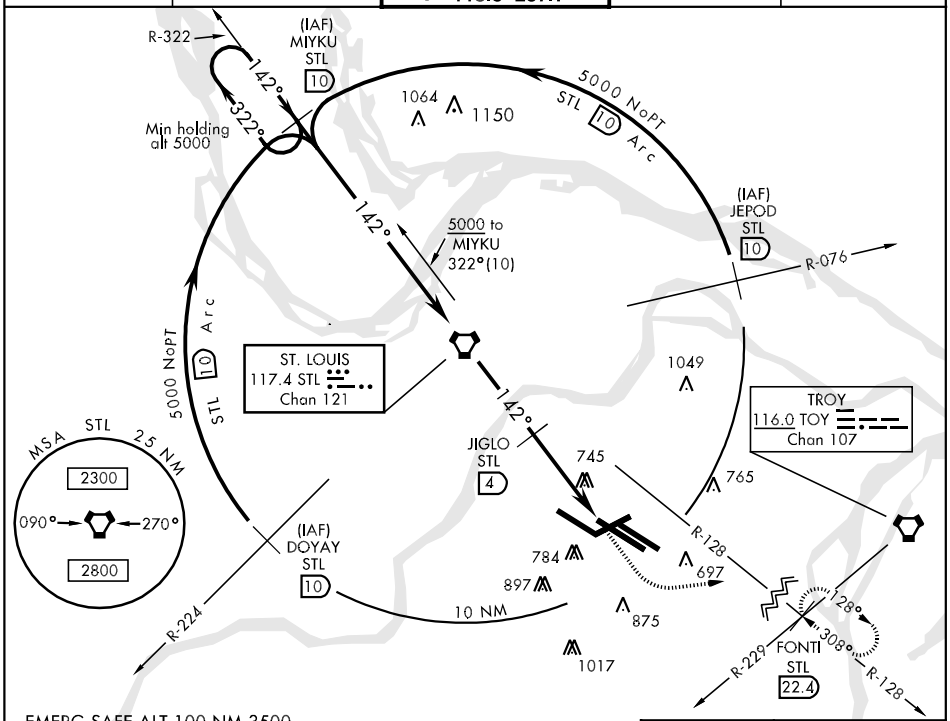
AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

N/A ∗Inoperative table does not apply.
Visibility reduction by helicopters NA

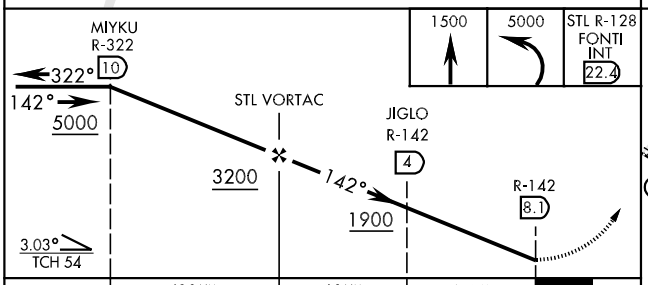
MALSR A5

MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL R-128 to FONTI INT/STL 22.4 DME and hold, continue climb in hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 126.5 324.1 | N 120.05 284.6<br>S 118.5 257.7 | 121.9 348.6 | 119.5 363.1 |



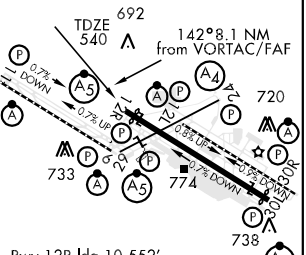

EMERG SAFE ALT 100 NM 3500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-12R ∗ | 1060/50 520 (500-1) | | 1060-1½ 520(500-1½) | 1060-1¾ 520 (500-1¾) | |
| CIRCLING | NOT AUTHORIZED | | | | |

ELEV 618

Rwy 6-24 7602 x 150
Rwy 11-29 9001 x 150
Rwy 12L-30R 9003 x 150
Rwy 12R-30L 11,019 x 200




Rwy 12R ldg 10,552'
Rwy 30L ldg 10,818'
HIRL All Rwy
REIL Rwys 12L and 30L
TDZL/CL Rwy 11-29, 12L-30R, and 12R-30L

# TACAN RWY 30L

AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

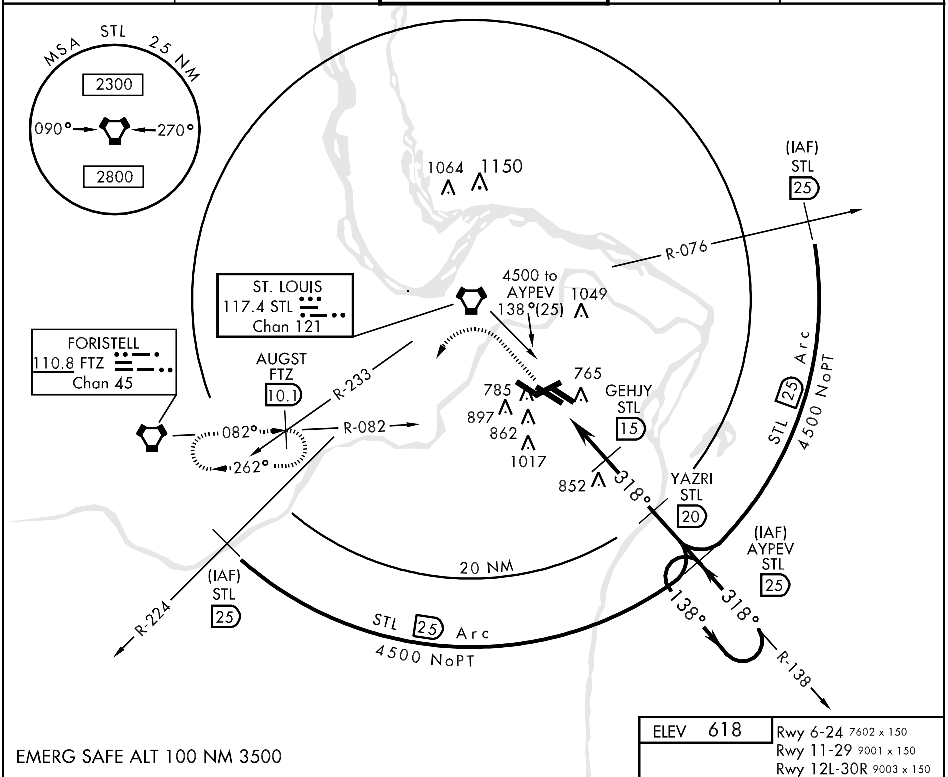
| VORTAC STL 117.4 Chan 121 | APCH CRS 318° | Rwy ldg 10,818 TDZE 583 Arpt Elev 618 |
|---|---|---|

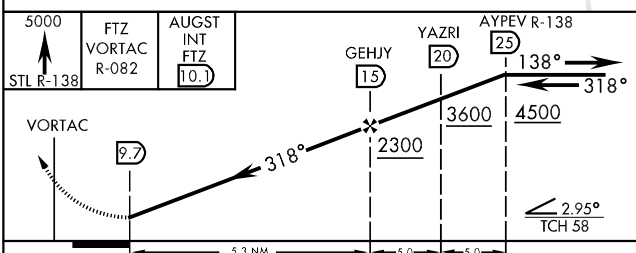
A N/A * Inoperative table does not apply.

MALSR (A5)

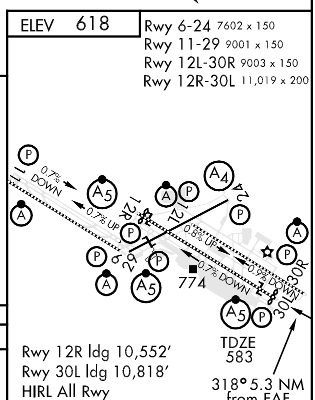
MISSED APPROACH: Climb to 5000 via STL R-138 and FTZ VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.

| ATIS | ST. LOUIS APP CON | ST. LOUIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.025 379.925 | 126.5 324.1 | N 120.05 284.6<br>S 118.5 257.7 | 121.9 348.6 | 119.5 363.1 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-30L * | 1100/50 517 (500-1) | | 1100-1½ 517(500-1½) | 1100-1¾ 517 (500-1¾) | |
| CIRCLING | NOT AUTHORIZED | | | | |



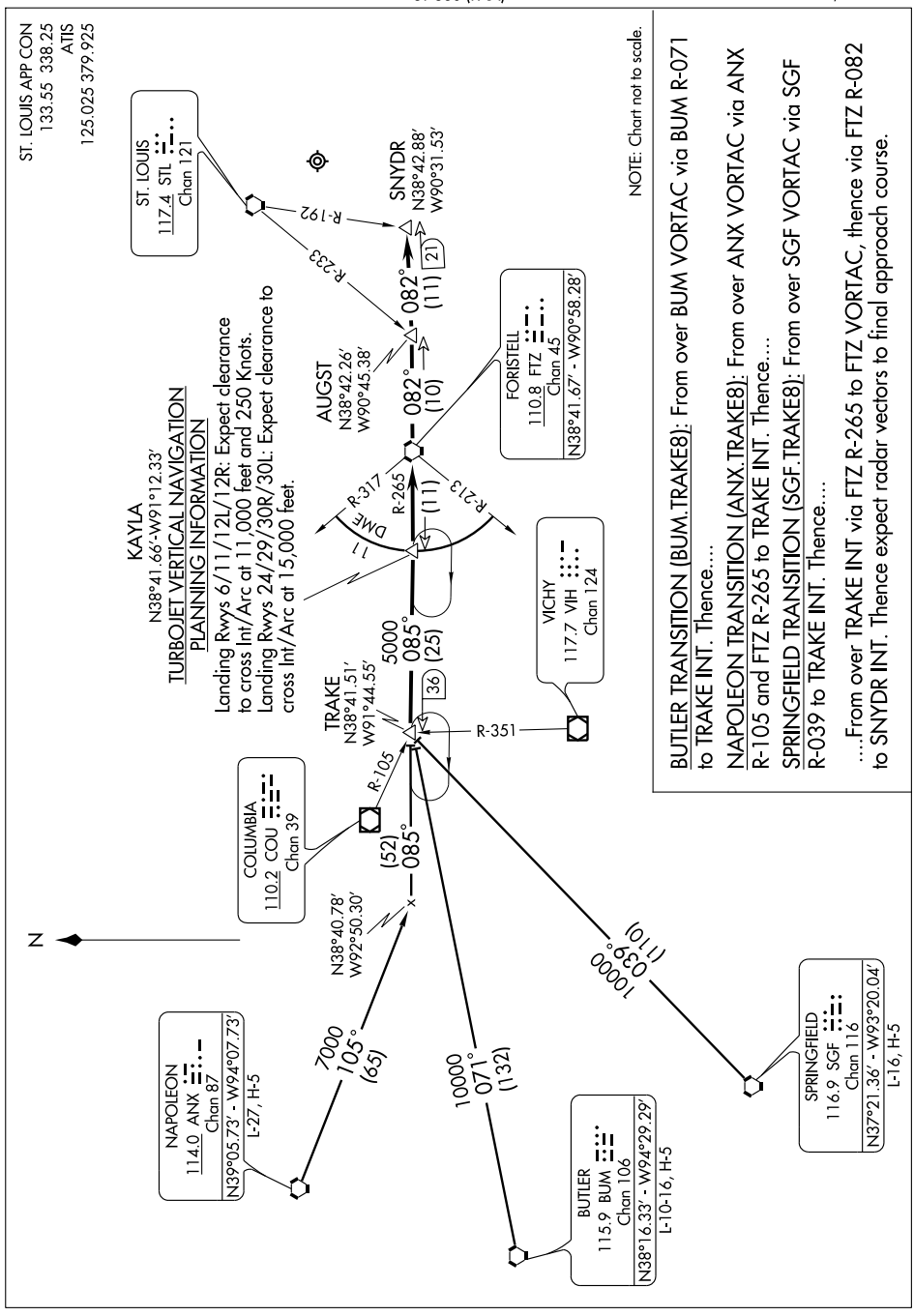

Rwy 12R ldg 10,552'
Rwy 30L ldg 10,818'
HIRL All Rwy
REIL Rwys 12L and 30L
TDZL/CL Rwy 11-29, 12L-30R, and 12R-30L

NC-3, 14 JAN 2010 to 11 FEB 2010

# TRAKE EIGHT ARRIVAL

ST-360 (FAA)

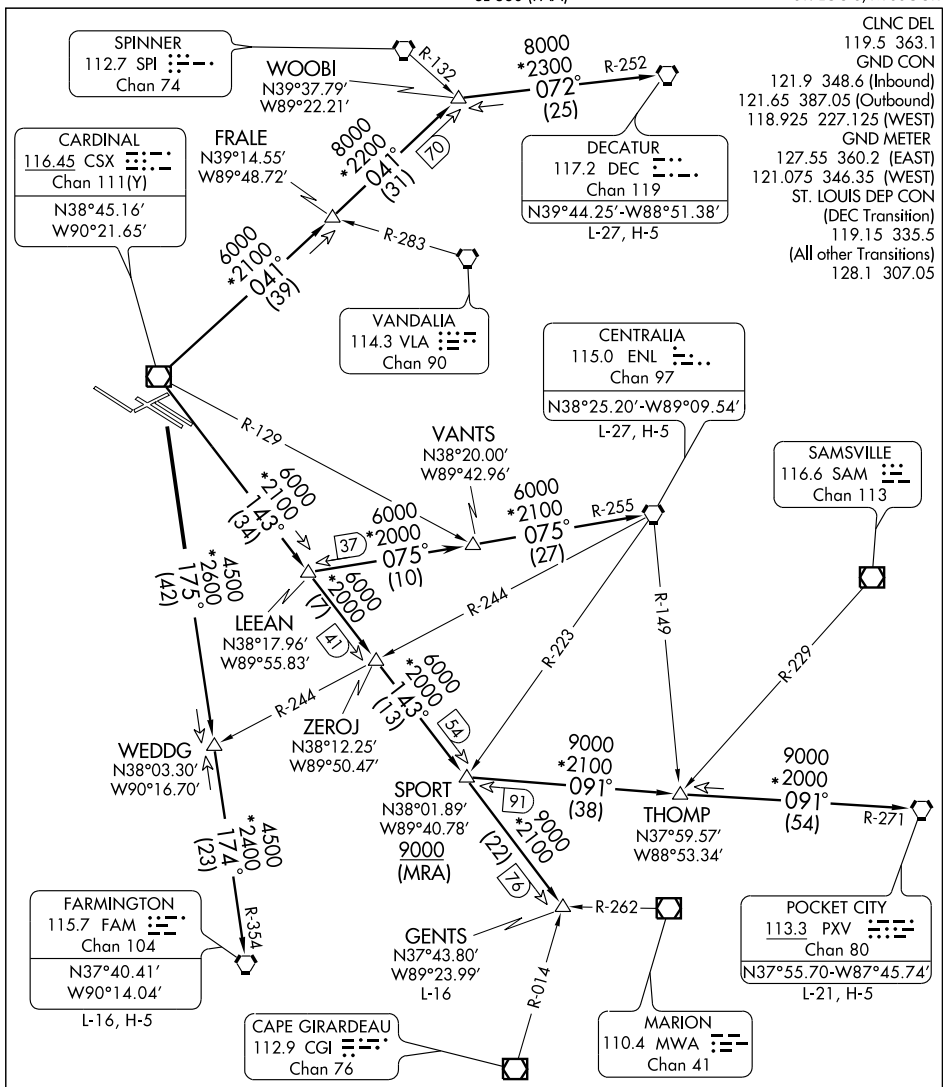
LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI



# TURBO FIVE DEPARTURE

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI




TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276′ per NM to 800.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577′ from DER, 618′ left of centerline, 23′ AGL/557′ MSL.
OL on LDA 1037′ from DER, 709′ right of centerline, 391′ AGL/573′ MSL.
Pole 1368′ from DER, 635′ right of centerline, 28′ AGL/568′ MSL.
Antenna on bldg 2478′ from DER, 1012′ right of centerline, 30′ AGL/598′ MSL.

Rwy 12L: OL on DME 551′ from DER, 258′ left of centerline, 20′ AGL/619′ MSL.

Rwy 12R: Traffic sign 1416′ from DER, 705′ right of centerline, 7′ AGL/636′ MSL.
Bush 1791′ from DER, 503′ right of centerline, 7′ AGL/636′ MSL.
Tree 1933′ from DER, 370′ left of centerline, 88′ AGL/657′ MSL.
Tree 2228′ from DER, 162′ left of centerline, 75′ AGL/654′ MSL.
Sign 2804′ from DER, 873′ right of centerline, 93′ AGL/672′ MSL.

Rwy 24: Multiple trees and antenna beginning 3766′ from DER, 899′ right of centerline, up to 115′ AGL/704′ MSL.

Rwy 30L: Ground beginning at DER, 157′ right of centerline, up to 592′ MSL.
Multiple trees and poles beginning 1684′ from DER, 641′ left of centerline, 107′ AGL/684′ MSL.

Rwy 30R: OL on GS 950′ from DER, on centerline, 28′ AGL/587′ MSL.
Multiple buildings and antenna beginning 1374′ from DER, 709′ right of centerline, up to 81′ AGL/611′ MSL.
Multiple trees and antenna beginning 4240′ from DER, 253′ right of centerline, up to 142′ AGL/741′ MSL.

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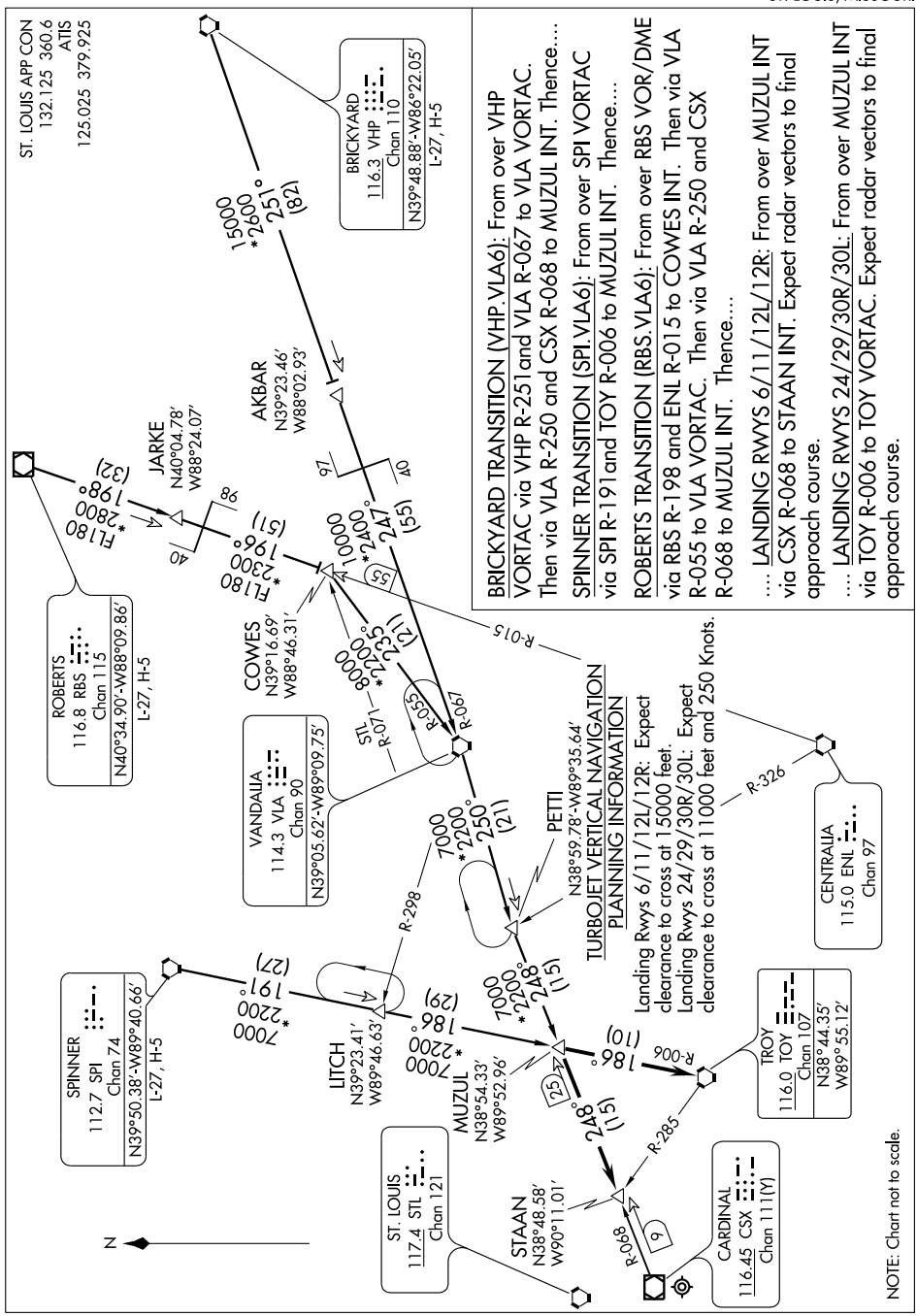
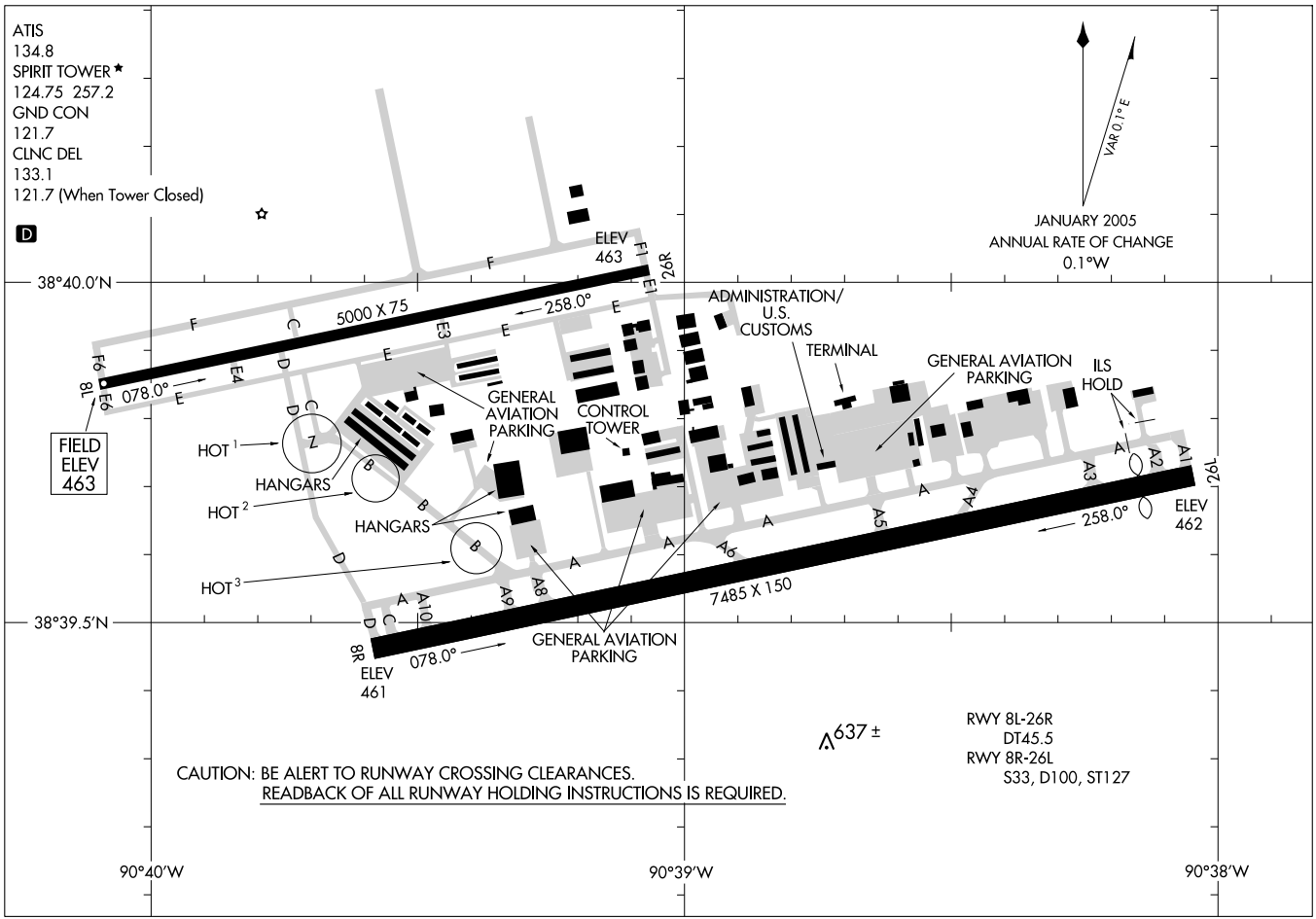
# VANDALIA SIX ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI






# AIRPORT DIAGRAM

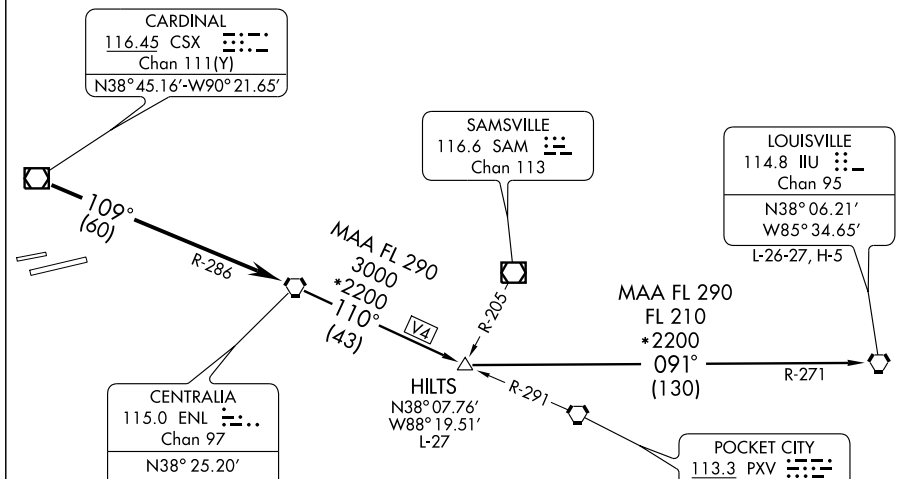
AL-5400 (FAA)

ST. LOUIS/ SPIRIT OF ST. LOUIS (STUS)
ST. LOUIS, MISSOURI

# BLUES TWO DEPARTURE

SL-5400 (FAA)

ATIS
134.8
SPIRIT TOWER★
124.75 257.2
GND CON
121.7
CLNC DEL
133.1




NOTE: For Turbojets only.
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

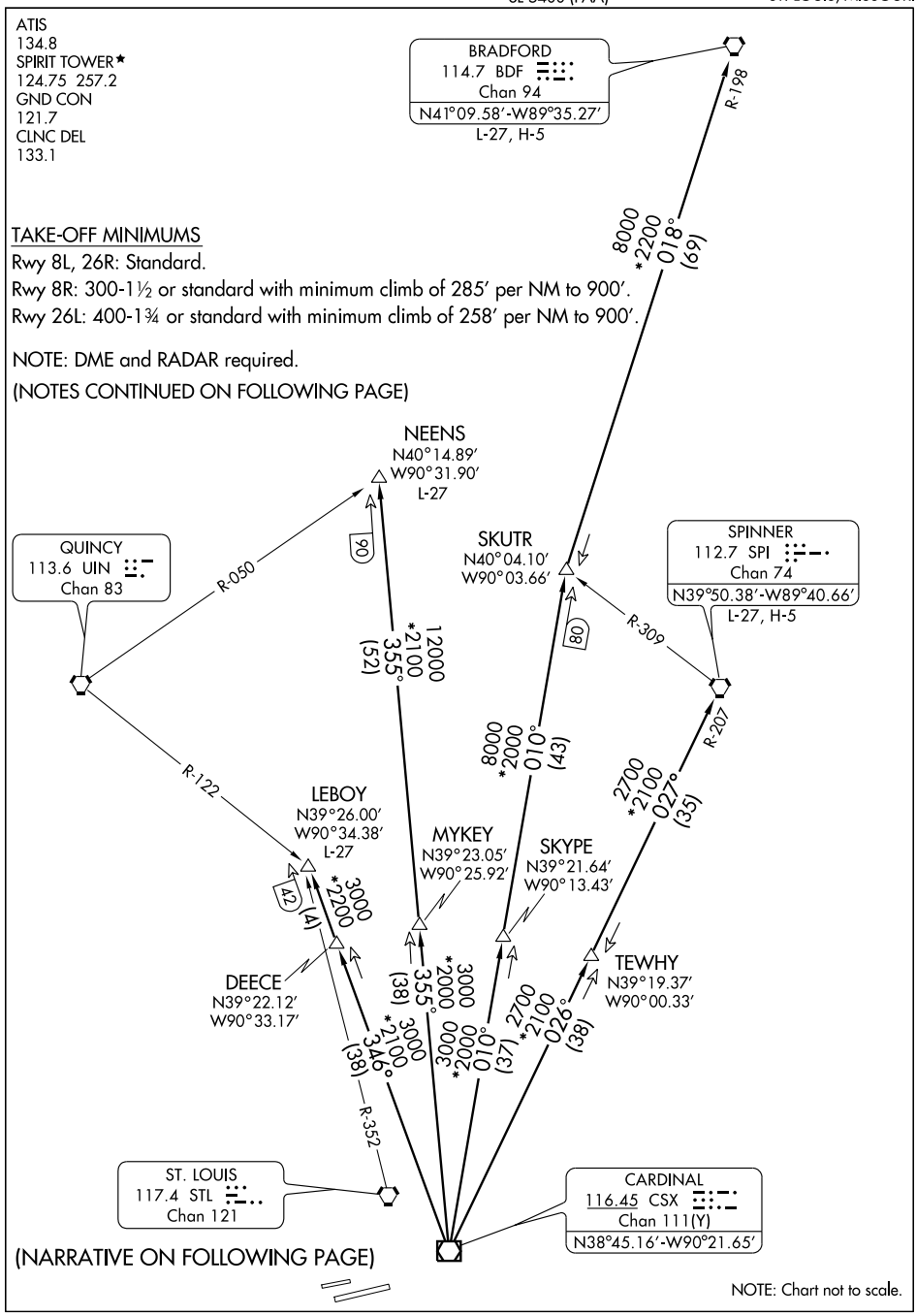
Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.
LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then IIU R-271 to IIU VORTAC.

# CARDS SEVEN DEPARTURE

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
SL-5400 (FAA)
ST. LOUIS, MISSOURI

ATIS
134.8
SPIRIT TOWER*
124.75 257.2
GND CON
121.7
CLNC DEL
133.1




TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.

Rwy 8R: 300-1½ or standard with minimum climb of 285′ per NM to 900′.

Rwy 26L: 400-1¾ or standard with minimum climb of 258′ per NM to 900′.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2,500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214′ from DER, 96′ right of centerline, 27′ AGL/496′ MSL.

Rwy 8R: Antenna on bldg 142′ from DER, 241′ left of centerline, 10′ AGL/470′ MSL.
Antenna 262′ from DER, 557′ left of centerline, 26′ AGL/487′ MSL.
Trees beginning 5372′ from DER, 1792′ right of centerline, up to 94′ AGL/653′ MSL.

Rwy 26L: Trees beginning 1356′ from DER, across centerline, up to 117′ AGL/786′ MSL.

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# GATEWAY FOUR DEPARTURE

(GATWY4.SIL) 08325

SI-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

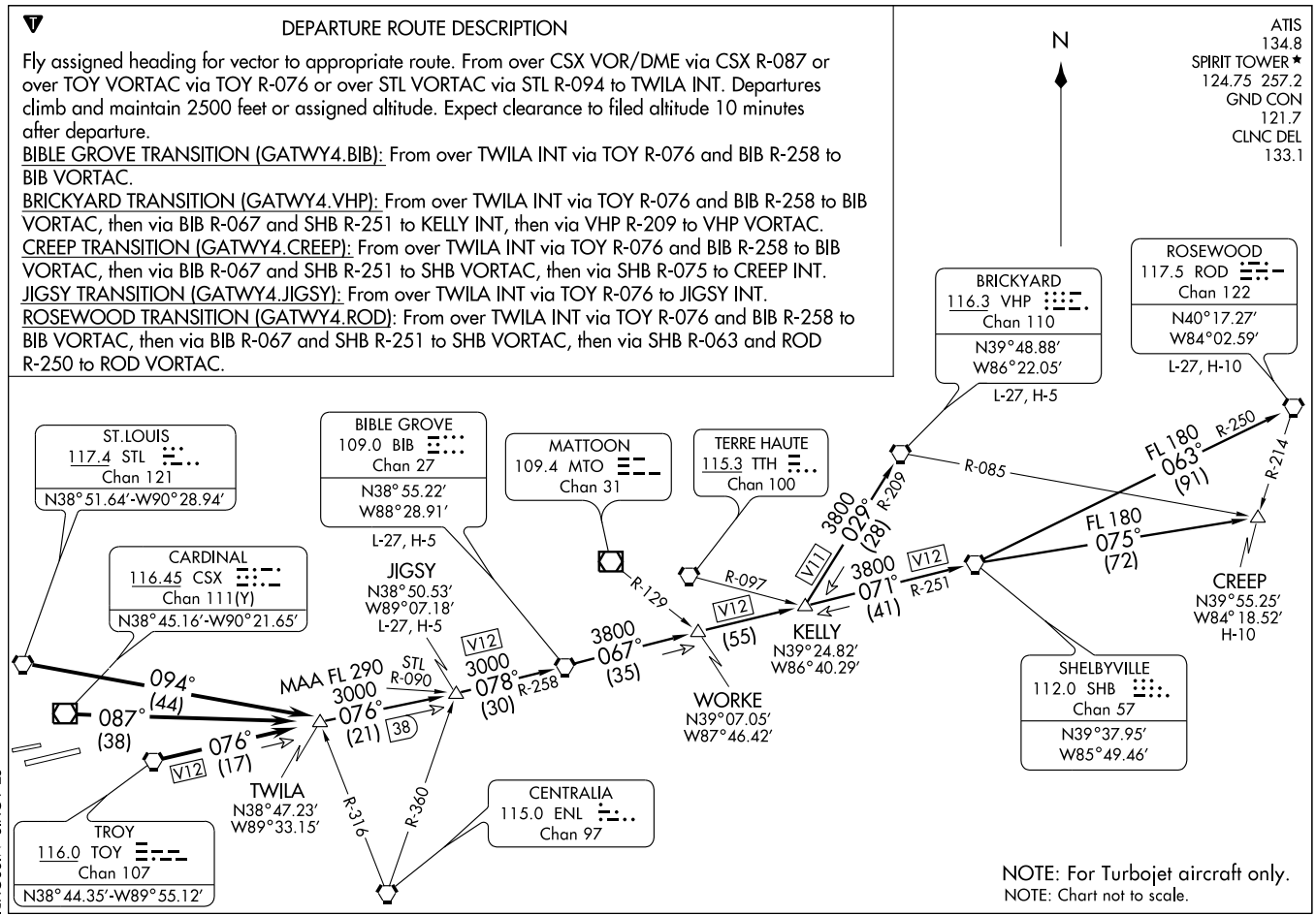
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.




NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

| LOC I-SUS | APP CRS | Rwy ldg | 7245 |
|---|---|---|---|
| 111.1 | 076° | TDZE | 462 |
| | | Apt Elev | 463 |

# ILS or LOC RWY 8R

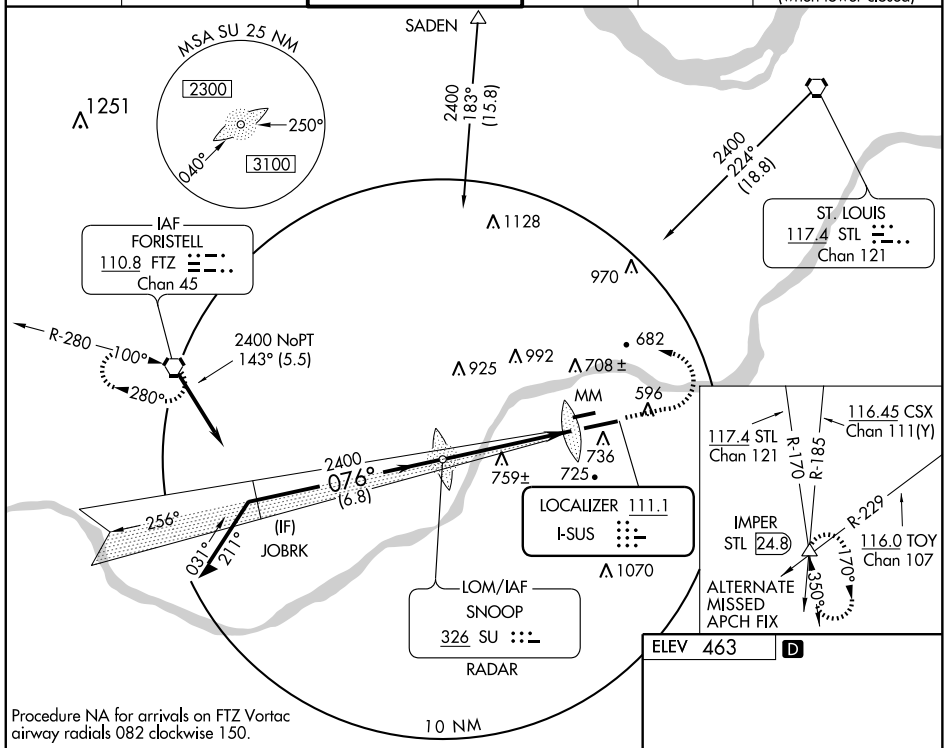
## ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

* RVR 1800 authorized with the use of FD or AP or HUD to DA.
When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DA 57 feet, all MDA 60 feet, increase S-LOC 8R Cat D RVR to 5000 and circling Cat C visibility ¼ mile.

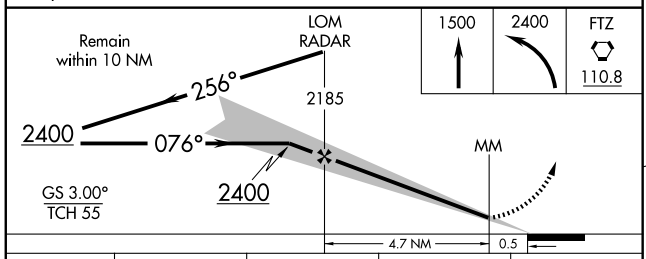
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

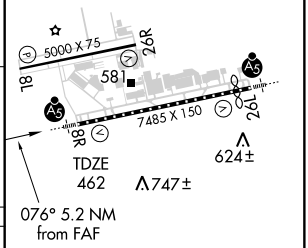
| ATIS | ST. LOUIS APP CON | SPIRIT TOWER* | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |




Procedure NA for arrivals on FTZ Vortac airway radials 082 clockwise 150.




ELEV 463 D




MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8R | *662/24 200 (200-½) | | | |
| S-LOC 8R | 880/24 418 (500-½) | | 880/40 418 (500-¾) | |
| CIRCLING | 1100-1 637 (700-1) | | 1120-1¾ 657 (700-1¾) | 1140-2¼ 677 (700-2¼) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-FZU | APP CRS | Rwy ldg | 7004 |
|---|---|---|---|
| 111.1 | 256° | TDZE | 462 |
| | | Apt Elev | 463 |

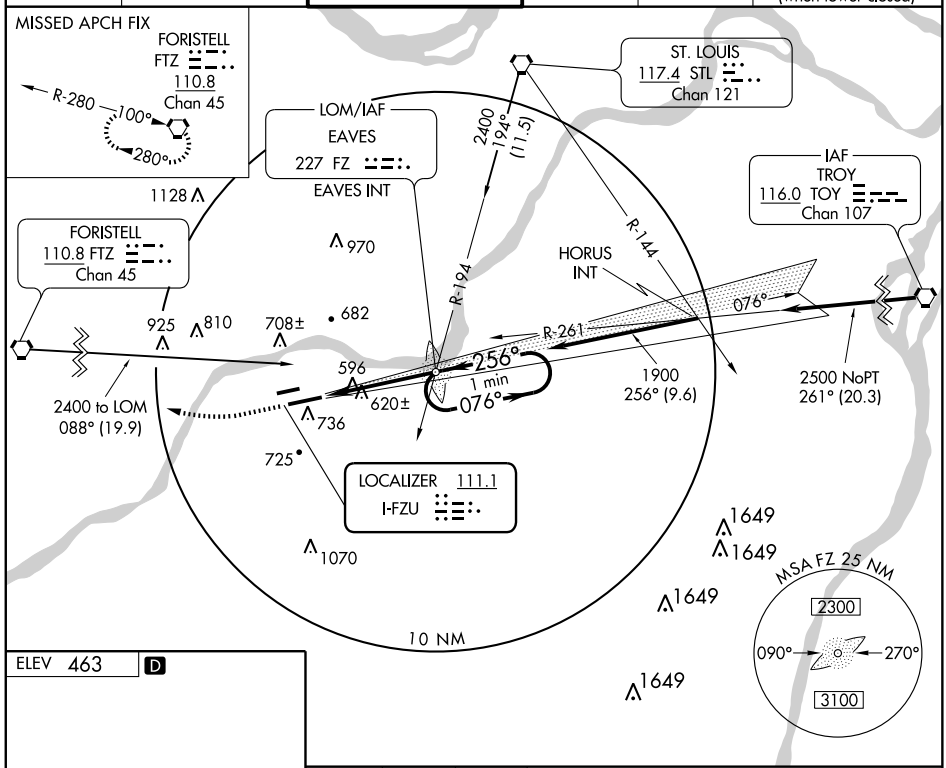
# ILS or LOC RWY 26L

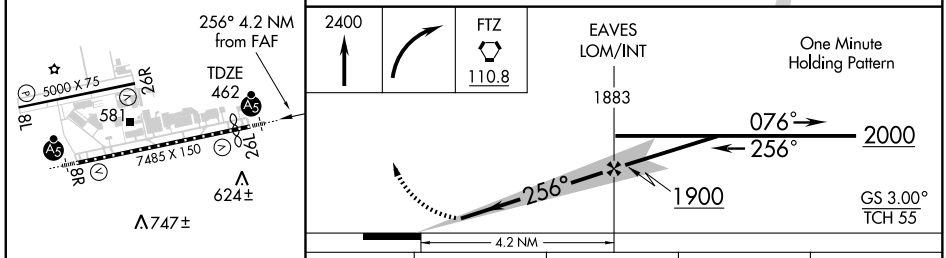
## ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |



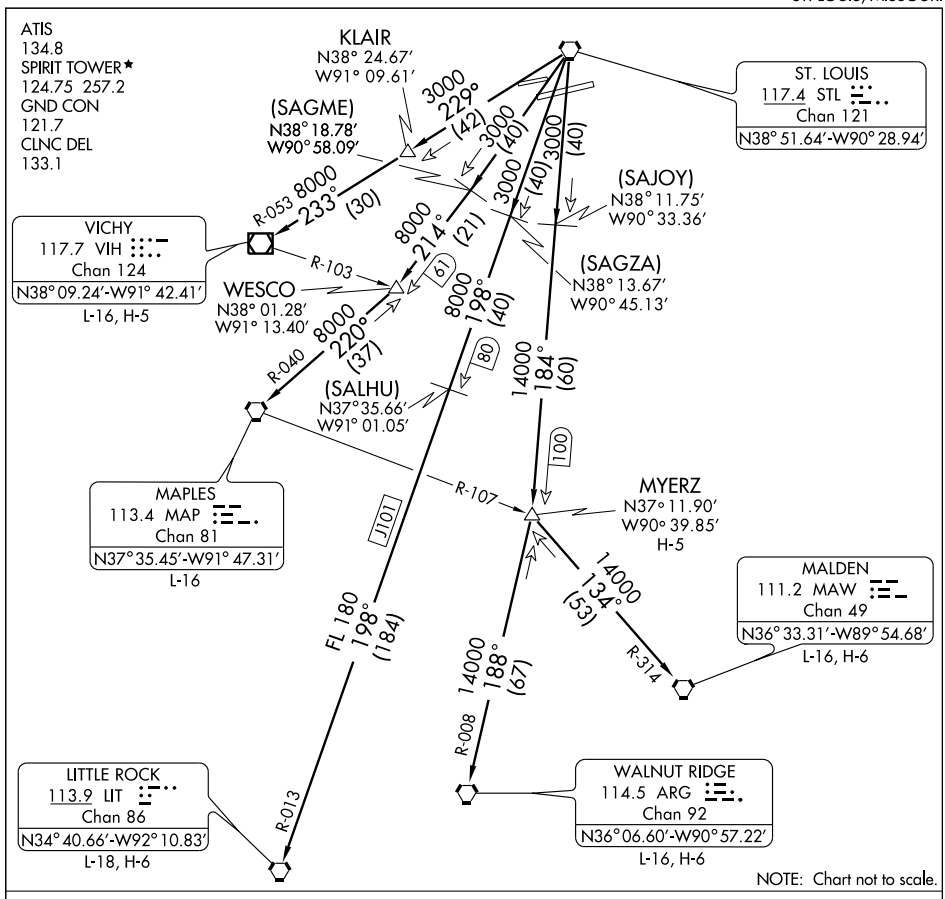

HIRL Rwy 8R-26L L
MIRL Rwy 8L-26R L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26L | 662-½ 200 (200-½) | | | |
| S-LOC 26L | 1140-½ 678 (700-½) | | 1140-1½ 678 (700-1½) | 1140-1¾ 678 (700-1¾) |
| CIRCLING | 1140-1 677 (700-1) | | 1140-2 677 (700-2) | 1140-2¼ 677 (700-2¼) |

# LINDBERGH TWO DEPARTURE






## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

| LOM SU | APP CRS | Rwy ldg | 7245 |
|---|---|---|---|
| 326 | 076° | TDZE | 462 |
| | | Apt Elev | 463 |

# NDB RWY 8R

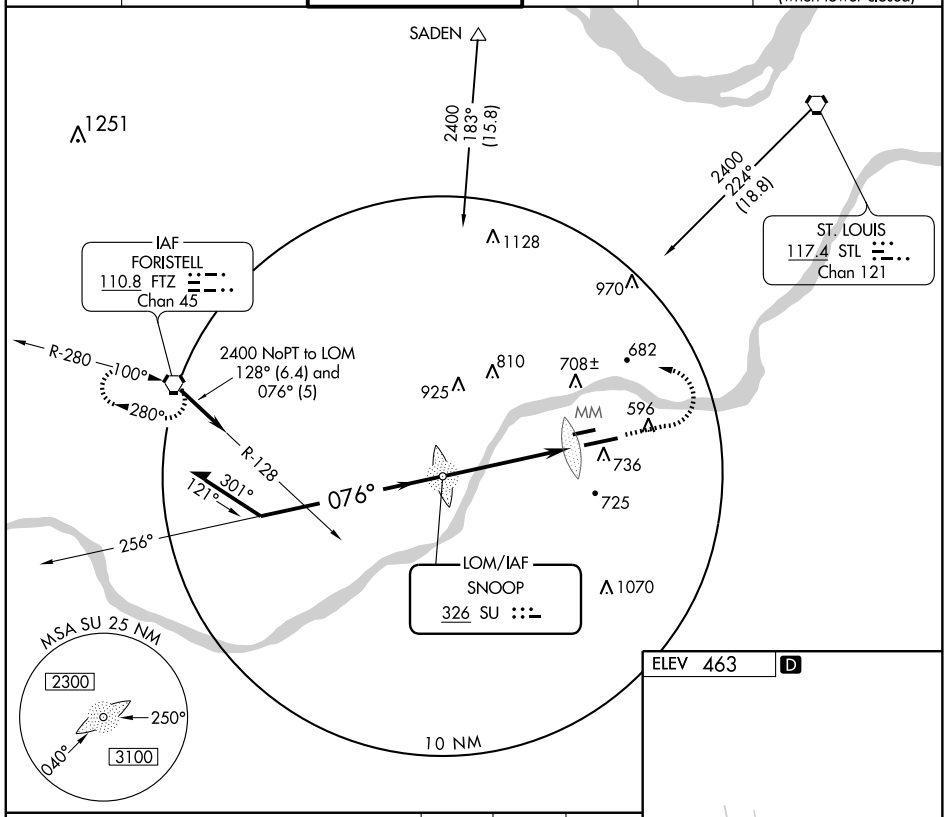
## ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

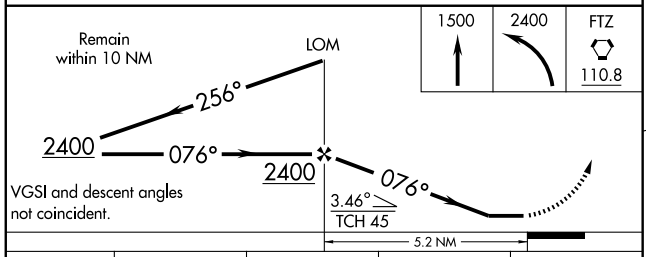
T
NA

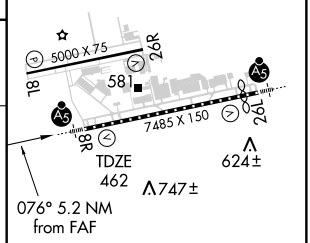
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |




MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8R | 1200/40 738 (800-¾) | | 1200-1½ 738 (800-1½) | 1200-2 738 (800-2) |
| CIRCLING | 1200-1 737 (800-1) | | 1200-2 737 (800-2) | 1200-2¼ 737 (800-2¼) |

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

NC-3, 14 JAN 2010 to 11 FEB 2010

| LOM FZ | APP CRS | Rwy ldg | 7004 |
|---|---|---|---|
| 227 | 255° | TDZE | 462 |
| | | Apt Elev | 463 |

# NDB RWY 26L

## ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

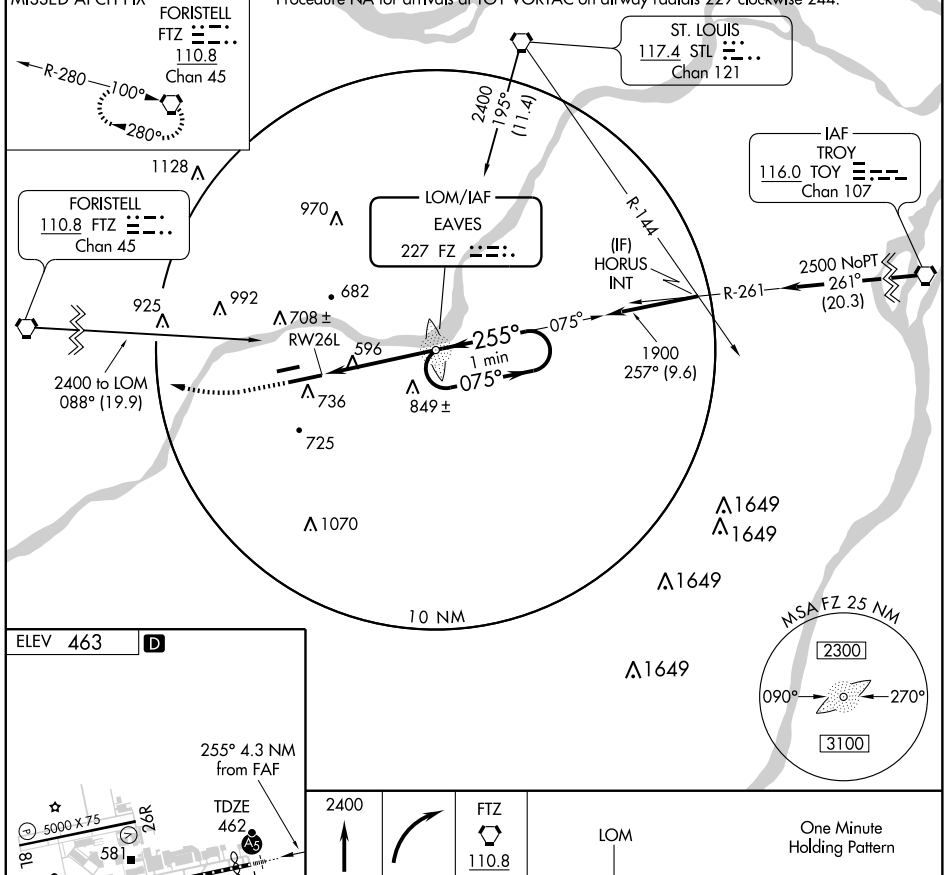
When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all MDA 60 feet, increase S-26L Cat C and D and circling Cats B, C and D visibility ¼ mile.

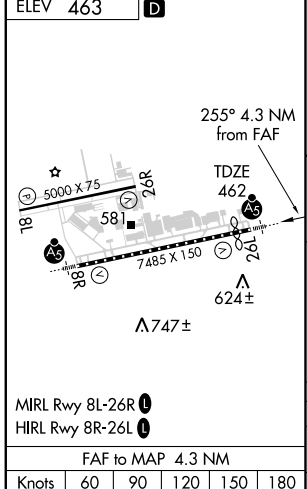
NA

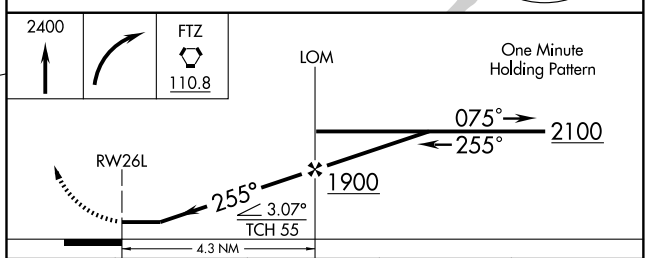
MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |



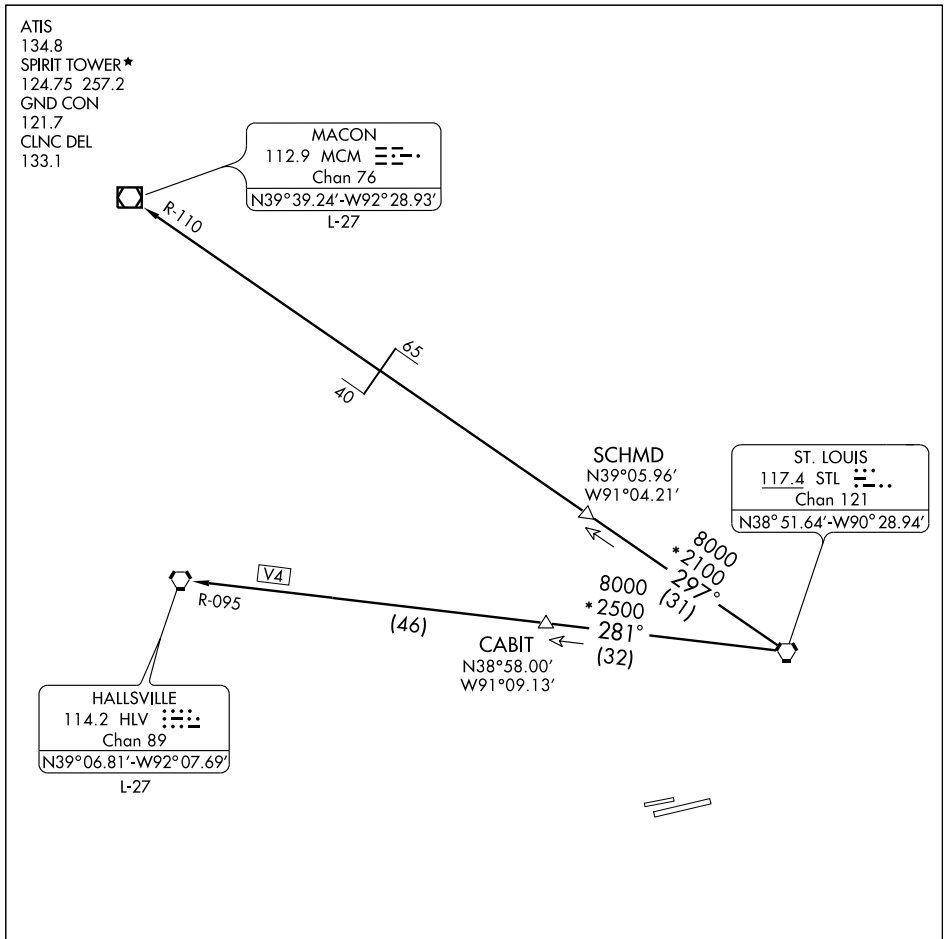

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26L | 1160-¾ 698 (700-¾) | | 1160-1½ 698 (700-1½) | 1160-2 698 (700-2) |
| CIRCLING | 1160-1 697 (700-1) | | 1160-2 697 (700-2) | 1160-2¼ 697 (700-2¼) |

NC-3. 14 JAN 2010 to 11 FEB 2010

# OZARK THREE DEPARTURE






TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

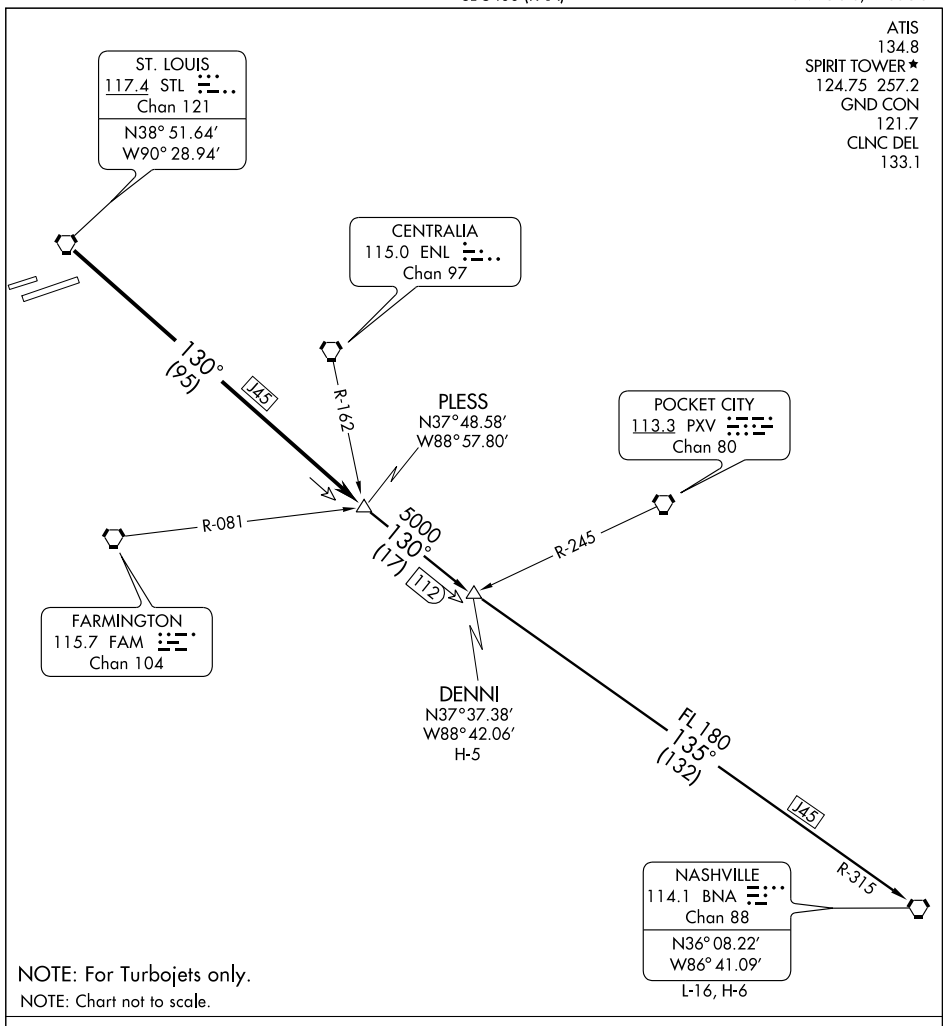
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

NC-3, 14 JAN 2010 to 11 FEB 2010

# PLESS ONE DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI




NOTE: For Turbojets only.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.
NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 99414 W08A | APP CRS 076° | Rwy ldg 5000<br>TDZE 463<br>Apt Elev 463 |
|---|---|---|

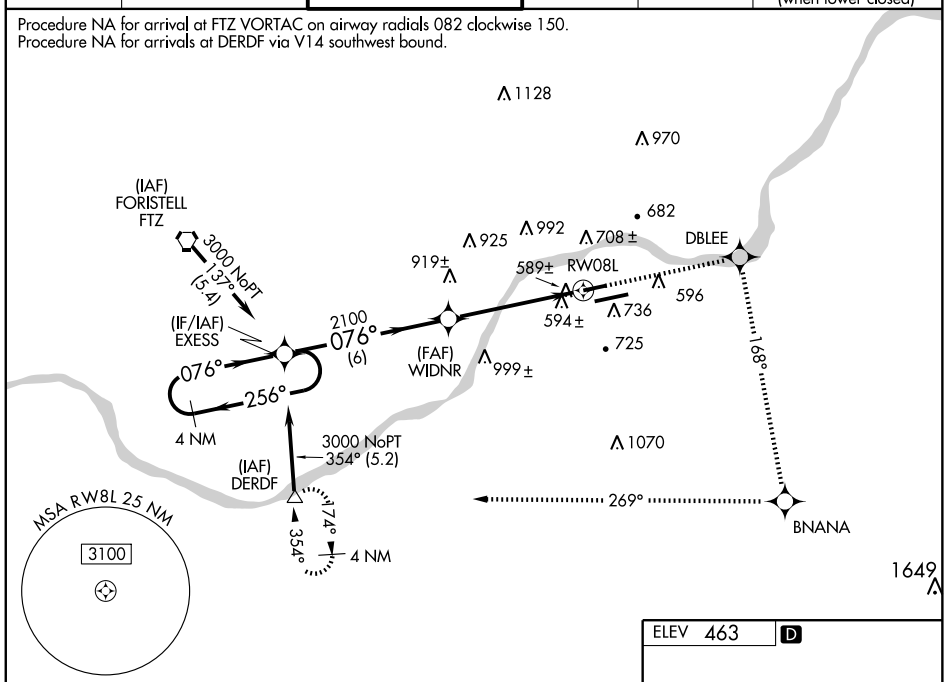
# RNAV (GPS) RWY 8L
## ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

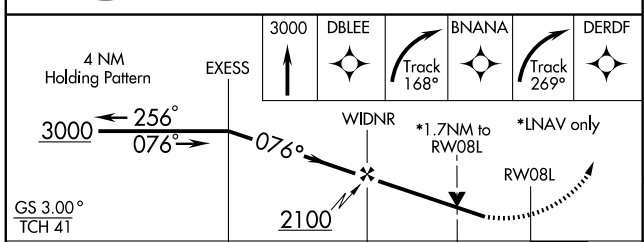
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting.
When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 3000 direct DBLEE and right turn via track 168° to BNANA and right turn via track 269° to DERDF and hold.

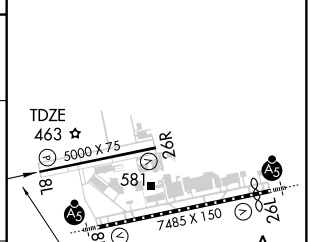
| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrivals at DERDF via V14 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 855-1½ 392 (400-1½) | | NA | |
| LNAV/VNAV DA | 1075-2¼ 612 (700-2¼) | | NA | |
| LNAV MDA | 1040-1 577 (600-1) | | NA | |
| CIRCLING | 1100-1 637 (700-1) | | NA | |




MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

| WAAS CH 61114 W08B | APP CRS 076° | Rwy ldg 7245<br>TDZE 462<br>Apt Elev 463 |
|---|---|---|

# RNAV (GPS) RWY 8R

## ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

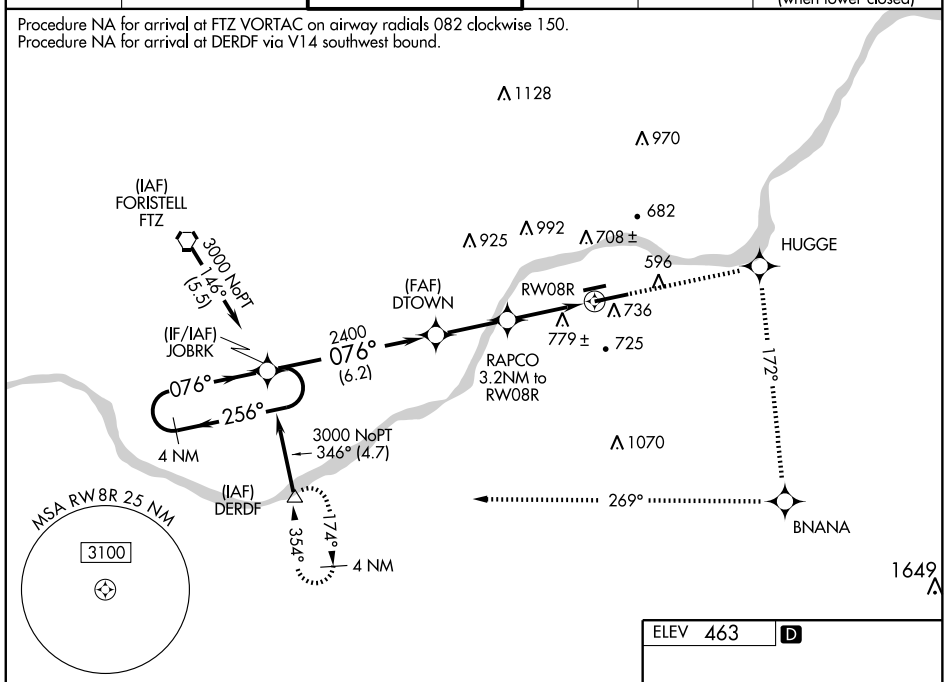
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C ¼ mile.

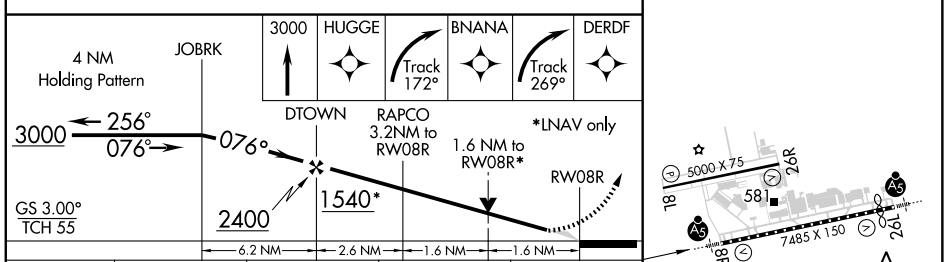
MALSR

MISSED APPROACH: Climb to 3000 direct HUGGE and right turn via track 172° to BNANA and right turn via track 269° track to DERDF and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrival at DERDF via V14 southwest bound.







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 662/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1129-1¾ 667 (700-1¾) | | | |
| LNAV MDA | 1040/24 578 (600-½) | | 1040/50 578 (600-1) | 1040/60 578 (600-1¼) |
| CIRCLING | 1100-1 637 (700-1) | | 1120-1¾ 657 (700-1¾) | 1140-2¼ 677 (700-2¼) |

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 81914 W26B | APP CRS 256° | Rwy ldg 7004<br>TDZE 462<br>Apt Elev 463 |
|---|---|---|

# RNAV (GPS) RWY 26L

## ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

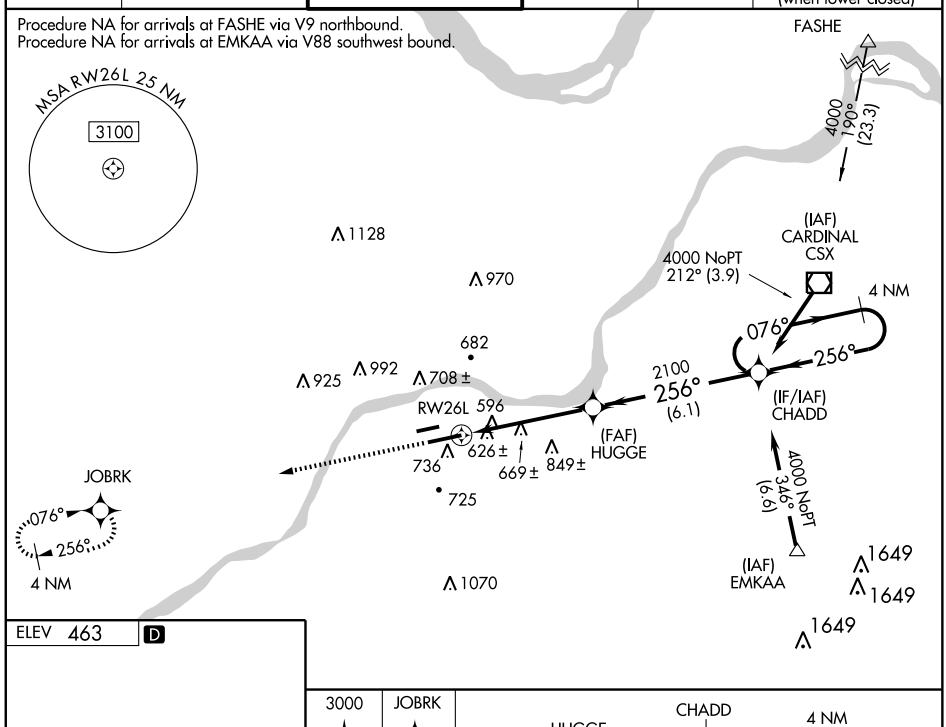
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, LNAV/VNAV visibilities all Cats ¼ mile and circling visibility Cat C ¼ mile.

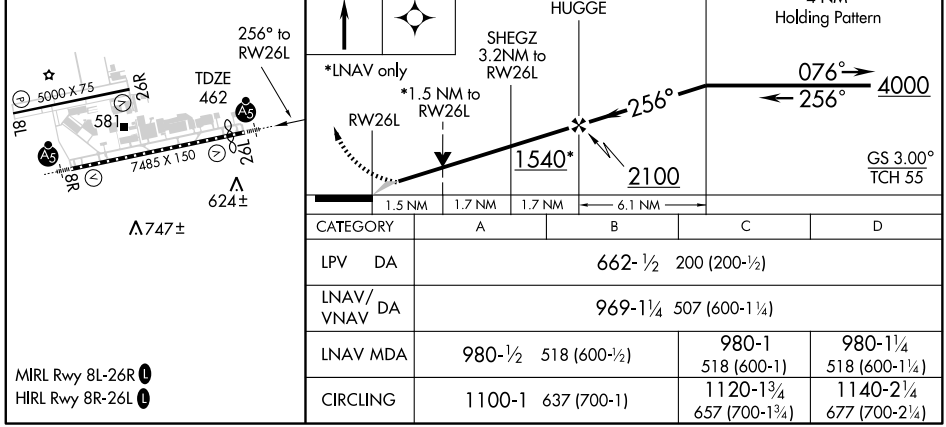
MALSR

MISSED APPROACH: Climb to 3000 direct JOBRK and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |

Procedure NA for arrivals at FASHE via V9 northbound.
Procedure NA for arrivals at EMKAA via V88 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 662-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 969-1¼ 507 (600-1¼) | | | |
| LNAV MDA | 980-½ 518 (600-½) | | 980-1 518 (600-1) | 980-1¼ 518 (600-1¼) |
| CIRCLING | 1100-1 637 (700-1) | | 1120-1¾ 657 (700-1¾) | 1140-2¼ 677 (700-2¼) |

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 97414 W26A | APP CRS 256° | Rwy ldg 5000<br>TDZE 463<br>Apt Elev 463 |
|---|---|---|

# RNAV (GPS) RWY 26R

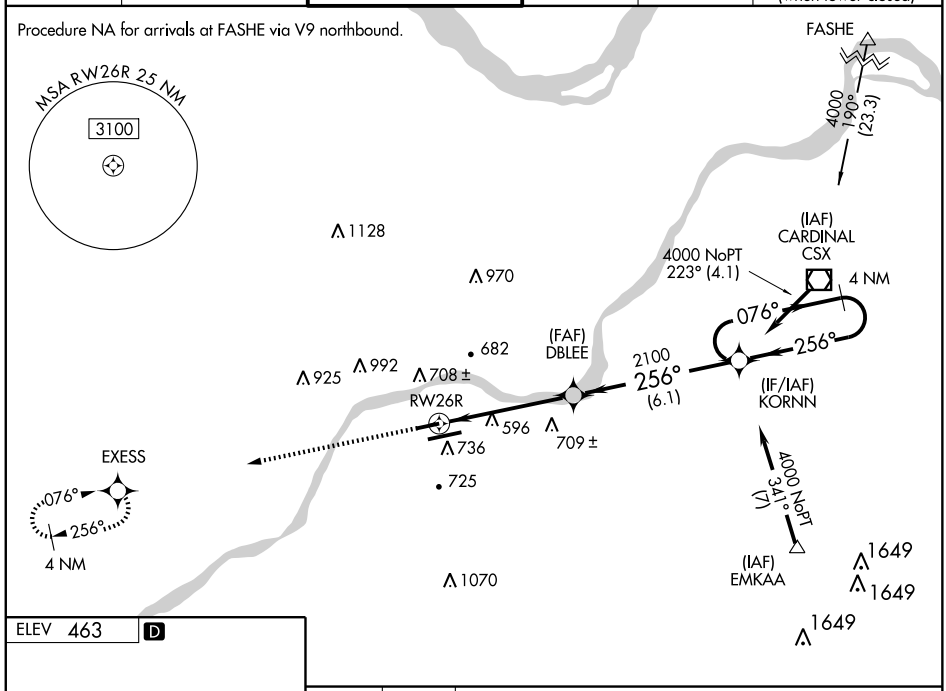
## ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

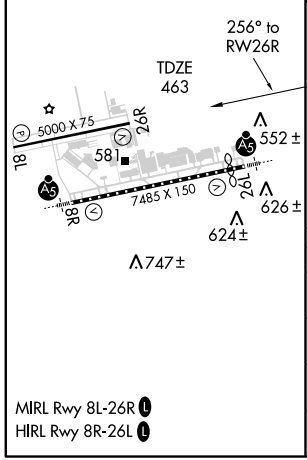
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

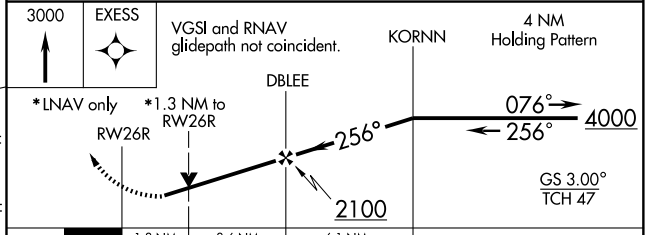
MISSED APPROACH: Climb to 3000 direct EXESS and hold.

| ATIS | ST. LOUIS APP CON | SPIRIT TOWER★ | GND CON | CLNC DEL | ST. LOUIS CLNC DEL |
|---|---|---|---|---|---|
| 134.8 | 126.5 254.3 | 124.75 (CTAF) L 257.2 | 121.7 | 133.1 | 121.7 (when tower closed) |

Procedure NA for arrivals at FASHE via V9 northbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 803-1¼ 340 (400-1¼) | | NA | |
| LNAV/VNAV DA | 953-1¾ 490 (500-1¾) | | NA | |
| LNAV MDA | 1000-1 537 (600-1) | | NA | |
| CIRCLING | 1100-1 637 (700-1) | | NA | |

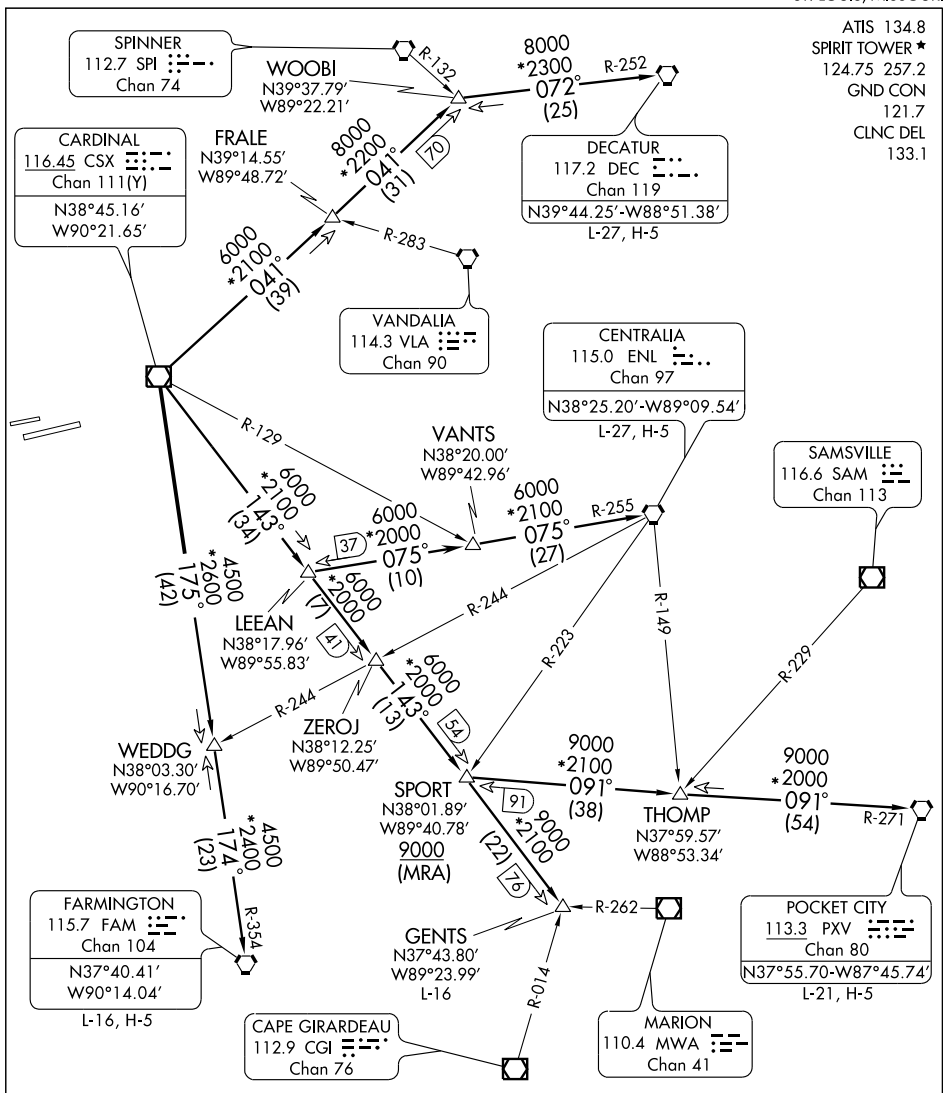
MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3. 14 JAN 2010 to 11 FEB 2010

# TURBO FIVE DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI




TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.

Rwy 8R: 300-1½ or standard with minimum climb of 285′ per NM to 900.

Rwy 26L: 400-1¾ or standard with minimum climb of 258′ per NM to 900.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# TURBO FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214′ from DER, 96′ right of centerline, 27′ AGL/496′ MSL.

Rwy 8R: Antenna on bldg 142′ from DER, 241′ left of centerline, 10′ AGL/470′ MSL.
Antenna 262′ from DER, 557′ left of centerline, 26′ AGL/487′ MSL.
Trees beginning 5372′ from DER, 1792′ right of centerline, up to 94′ AGL/653′ MSL.

Rwy 26L: Trees beginning 1356′ from DER, across centerline, up to 117′ AGL/786′ MSL.

NC-3, 14 JAN 2010 to 11 FEB 2010

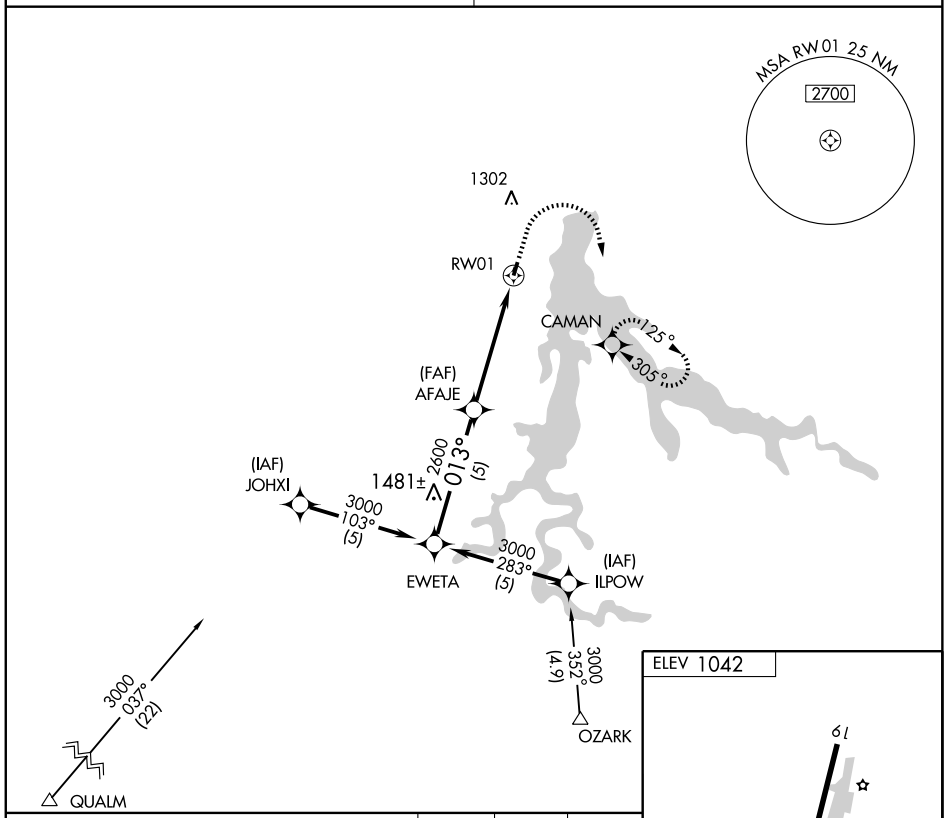
| APP CRS | Rwy ldg | 3060 |
|---|---|---|
| 013° | TDZE | 1042 |
| | Apt Elev | 1042 |

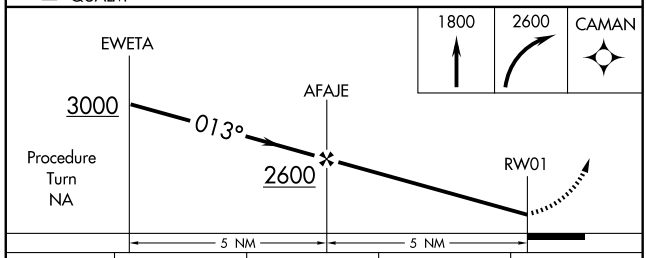
# GPS RWY 1
## STOCKTON MUNI (MO3)

NA
Use Springfield-Branson National altimeter setting.

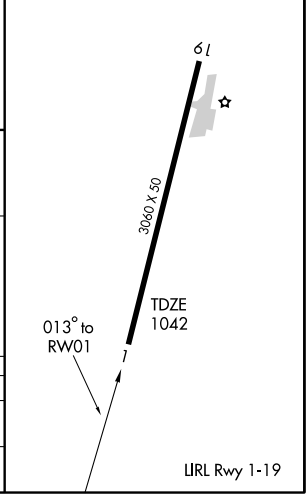
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct CAMAN WP and hold.

| SPRINGFIELD APP CON | CTAF |
|---|---|
| 124.95 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1540-1 | 498 (500-1) | NA | |
| CIRCLING | 1580-1 | 538 (600-1) | NA | |



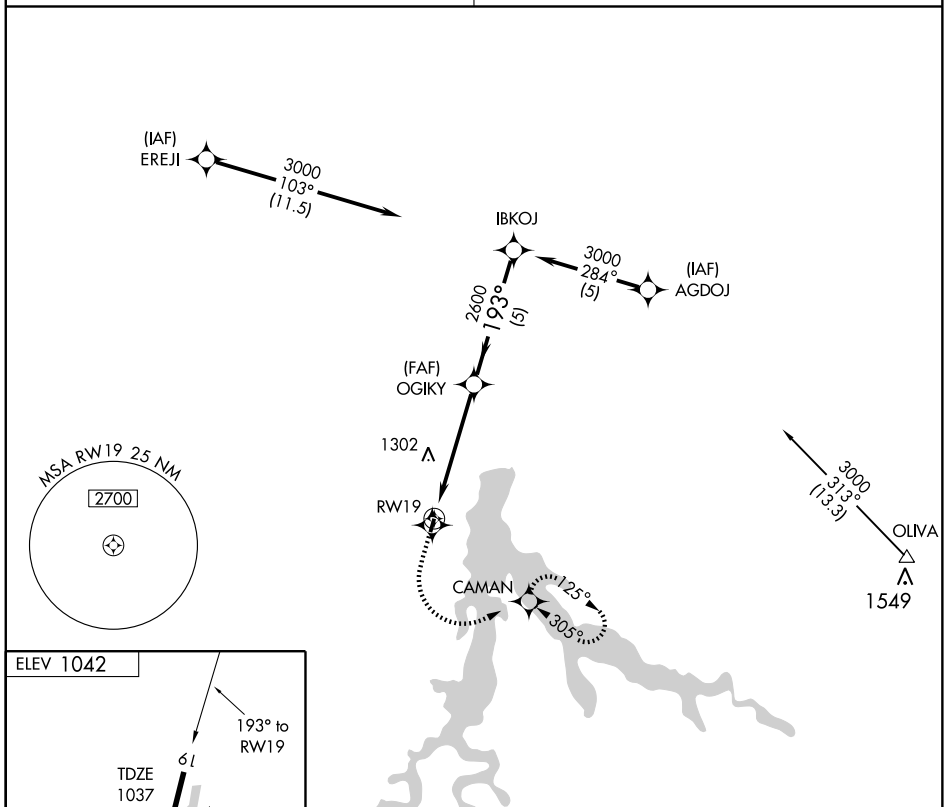
| APP CRS | Rwy ldg | 3060 |
|---|---|---|
| 193° | TDZE | 1037 |
| | Apt Elev | 1042 |

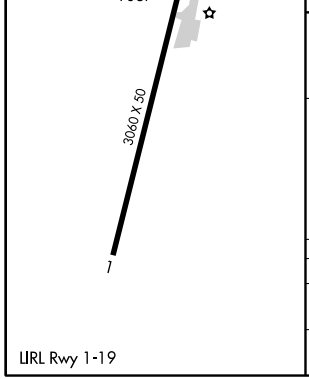
# GPS RWY 19
## STOCKTON MUNI (MO3)

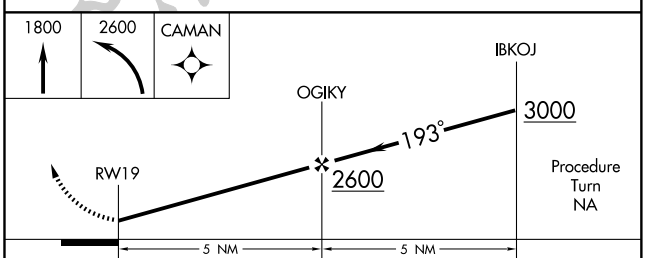
NA
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct CAMAN WP and hold.

| SPRINGFIELD APP CON | CTAF |
|---|---|
| 124.95 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1720-1 683 (700-1) | | NA | |
| CIRCLING | 1720-1 678 (700-1) | | NA | |

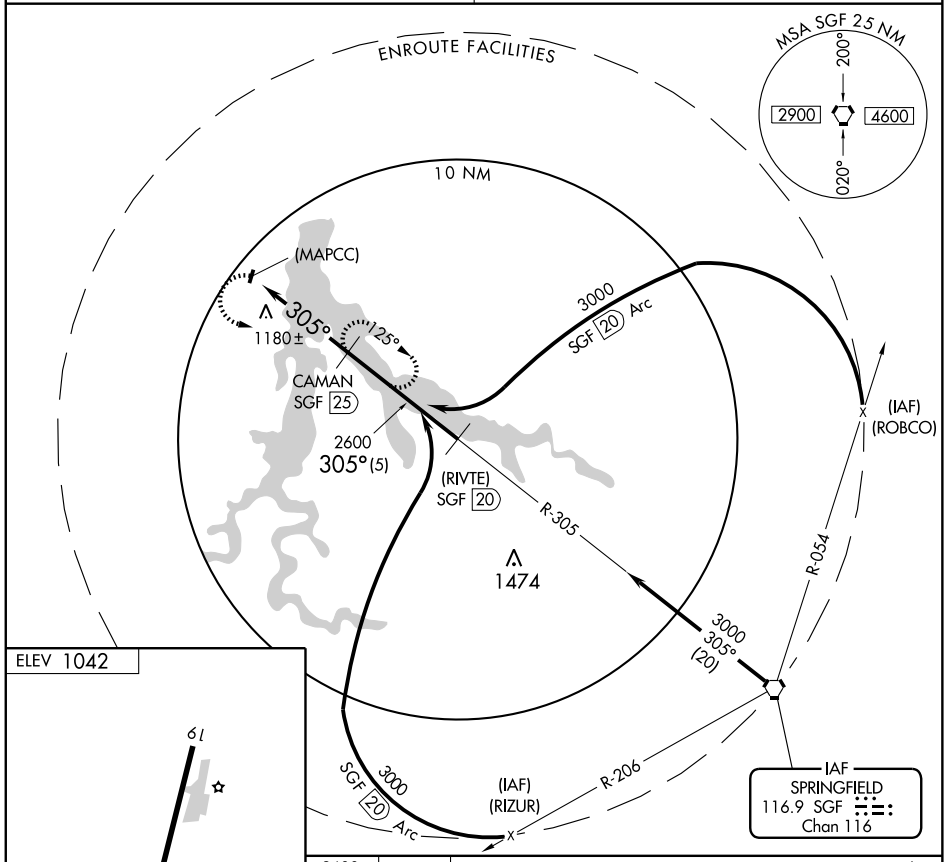
LIRL Rwy 1-19

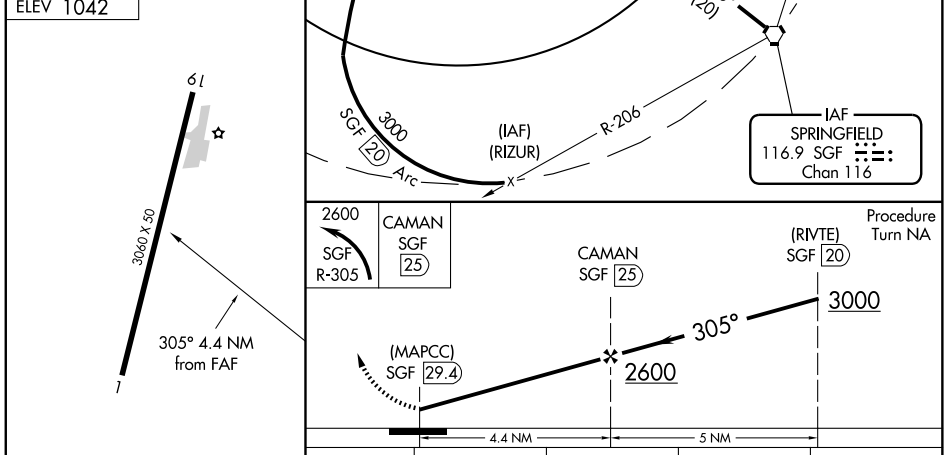
| VORTAC SGF 116.9 Chan 116 | APP CRS 305° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1042 |
|---|---|---|

# VOR/DME or GPS-A

## STOCKTON MUNI (MO3)

| | |
|---|---|
| NA Use Springfield-Branson National altimeter setting. | MISSED APPROACH: Climbing left turn to 2600 via SGF R-305 to CAMAN 25 DME and hold. |
| SPRINGFIELD APP CON **124.95** | CTAF **122.9** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580-1 538 (600-1) | | NA | NA |

LIRL Rwy 1-19

NC-3, 14 JAN 2010 to 11 FEB 2010

| NDB UUV | APP CRS | Rwy ldg | 4499 |
|---|---|---|---|
| 356 | 246° | TDZE | 927 |
| | | Apt Elev | 933 |

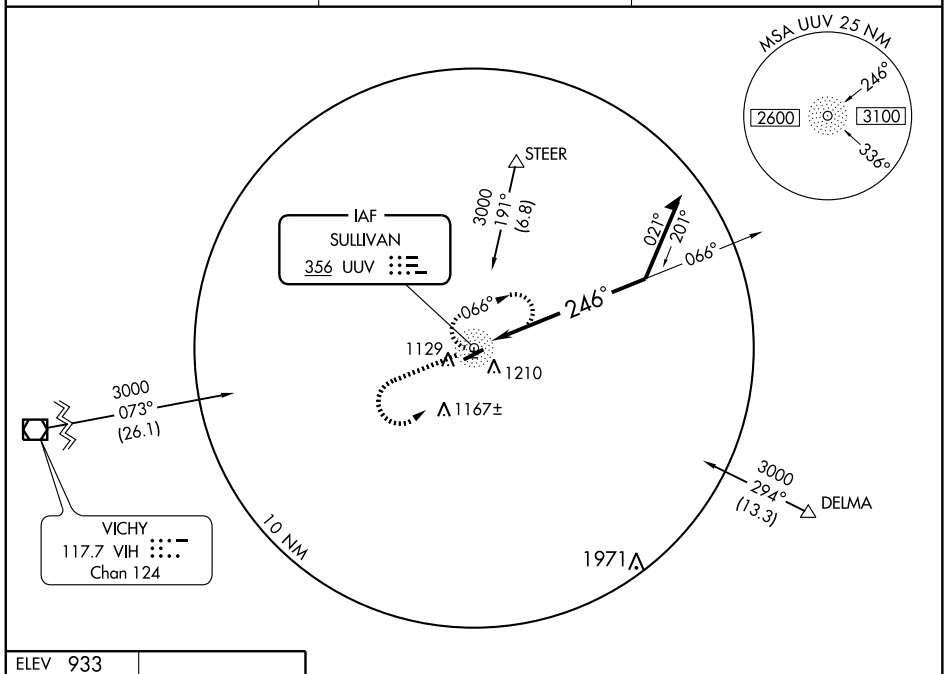
# NDB RWY 24
## SULLIVAN RGNL (UUV)

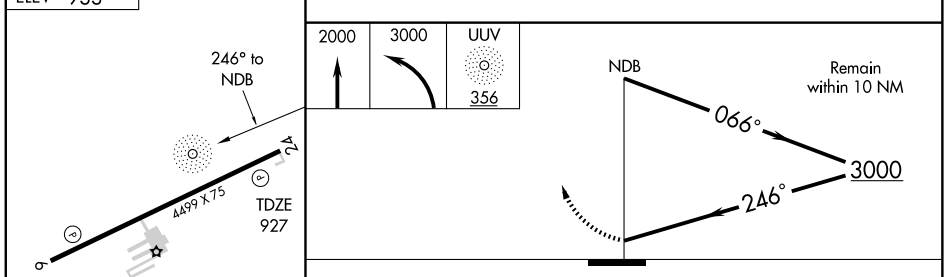
Obtain local altimeter on CTAF. When not received use Spirit of St. Louis altimeter setting.

NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct UUV NDB and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.375 | 128.35 284.67 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1560-1 633 (700-1) | | 1560-1¾ 633 (700-1¾) | 1560-2 633 (700-2) |
| CIRCLING | 1560-1 627 (700-1) | | 1560-1¾ 627 (700-1¾) | 1560-2 627 (700-2) |
| SPIRIT OF ST. LOUIS ALTIMETER SETTING MINIMUMS | | | | |
| S-24 | 1720-1 793 (800-1) | 1720-1¼ 793 (800-1¼) | 1720-2¼ 793 (800-2¼) | 1720-2½ 793 (800-2½) |
| CIRCLING | 1720-1 787 (800-1) | 1720-1¼ 787 (800-1¼) | 1720-2¼ 787 (800-2¼) | 1720-2½ 787 (800-2½) |

MIRL Rwy 6-24

| WAAS CH 82414 W06A | APP CRS 058° | Rwy ldg 4499<br>TDZE 933<br>Apt Elev 933 |
|---|---|---|

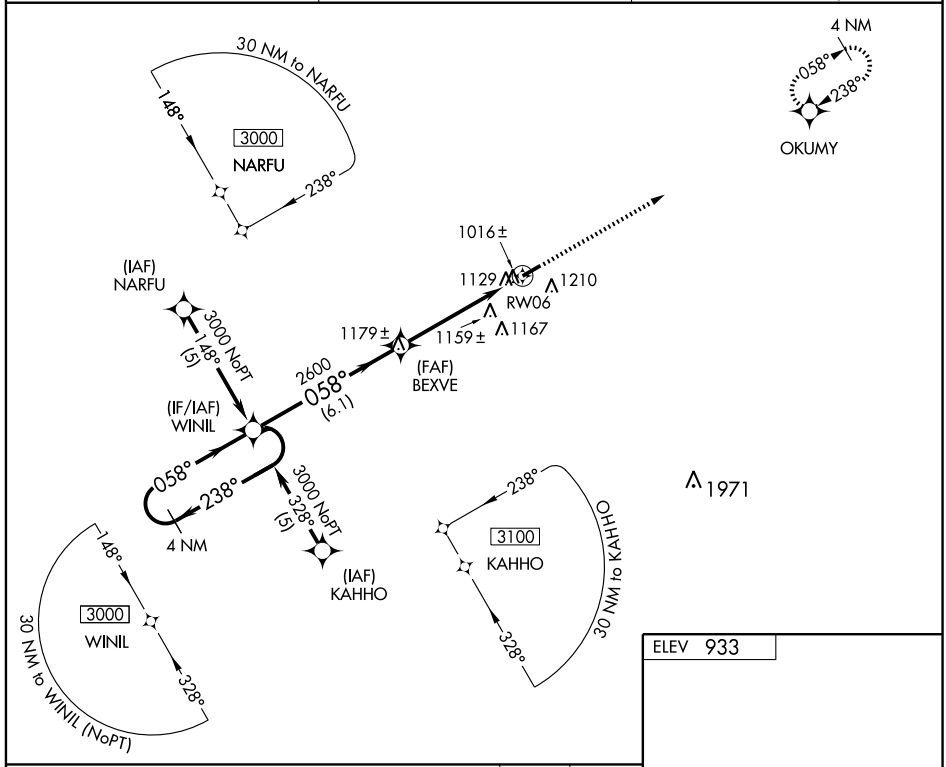
# RNAV (GPS) RWY 6
## SULLIVAN RGNL (UUV)

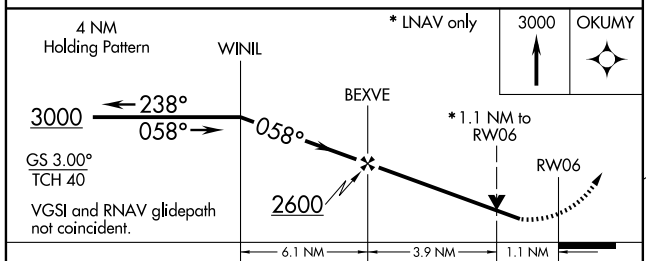
Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Rolla National altimeter setting. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.

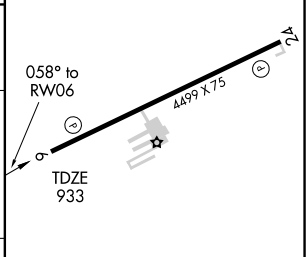
NA

MISSED APPROACH: Climb to 3000 direct OKUMY and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.375 | 128.35 284.67 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1236-1 | 303 (400-1) | NA | |
| LNAV/VNAV DA | 1488-2 | 555 (600-2) | NA | |
| LNAV MDA | 1420-1 | 487 (500-1) | NA | |
| CIRCLING | 1520-1 | 587 (600-1) | NA | |

MIRL Rwy 6-24 L

| WAAS CH 72714 W24A | APP CRS 238° | Rwy ldg 4499<br>TDZE 928<br>Apt Elev 933 |
|---|---|---|

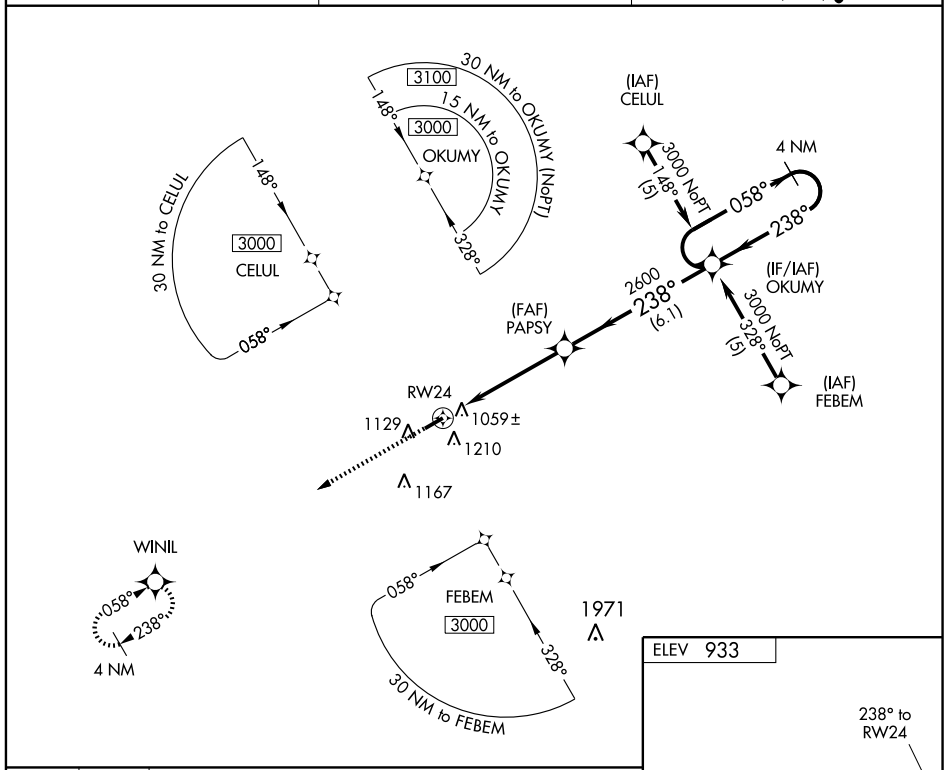
# RNAV (GPS) RWY 24
## SULLIVAN RGNL (UUV)

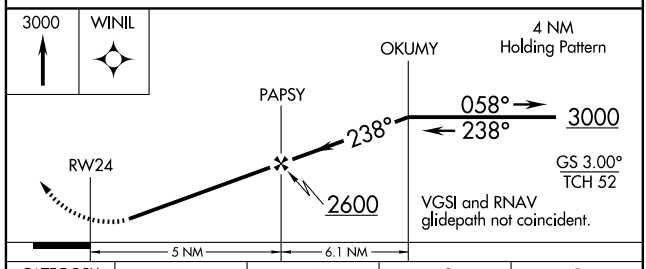
Straight-in minimums NA at night. Circling to Rwy 24 NA at night. Baro-VNAV NA when using Rolla National altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV and LNAV/VNAV Cat A and B visibility ¼ mile.

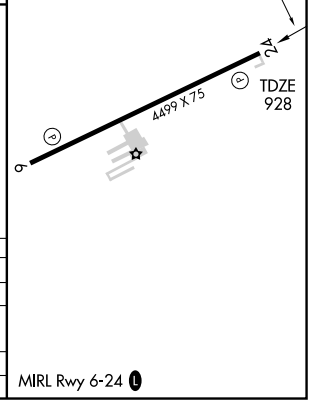
NA

MISSED APPROACH: Climb to 3000 direct WINIL and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.375 | 128.35 284.67 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1178-1 | 250 (300-1) | NA | |
| LNAV/VNAV DA | 1392-1¾ | 464 (500-1¾) | NA | |
| LNAV MDA | 1460-1 | 532 (600-1) | NA | |
| CIRCLING | 1520-1 | 587 (600-1) | NA | |

MIRL Rwy 6-24 L

| WAAS CH 57906 W18A | APP CRS 178° | Rwy ldg 3234<br>TDZE 913<br>Apt Elev 913 |
|---|---|---|

# RNAV (GPS) RWY 18

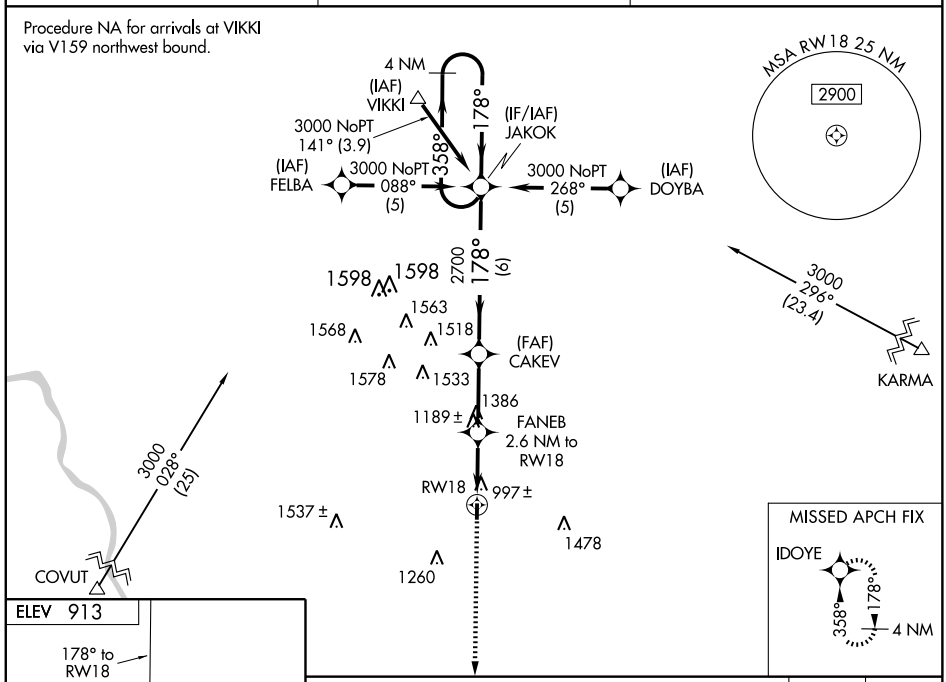
## TARKIO/ GOULD PETERSON MUNI (K57)

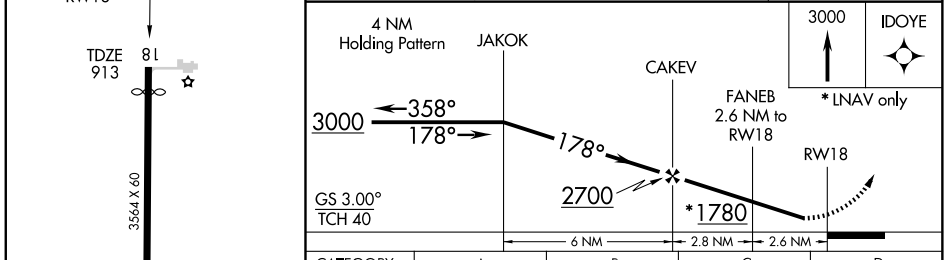
Baro-VNAV NA.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.
NA Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/ MDAs 20 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IDOYE and hold.

| SHENANDOAH AWOS-3 | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 125.525 | 119.6 290.4 | 122.9 L |

Procedure NA for arrivals at VIKKI via V159 northwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1272-1¼ 359 (400-1¼) | | | NA |
| LNAV/ VNAV DA | 1375-1¾ 462 (500-1¾) | | | NA |
| LNAV MDA | 1500-1 587 (600-1) | | 1500-1½ 587 (600-1½) | NA |
| CIRCLING | 1520-1 607 (700-1) | 1540-1 627 (700-1) | 1540-1¾ 627 (700-1¾) | NA |

MIRL Rwy 18-36 L

NC-3. 14 JAN 2010 to 11 FEB 2010

| WAAS CH 50206 W36A | APP CRS 358° | Rwy ldg 3564<br>TDZE 912<br>Apt Elev 913 |
|---|---|---|

# RNAV (GPS) RWY 36

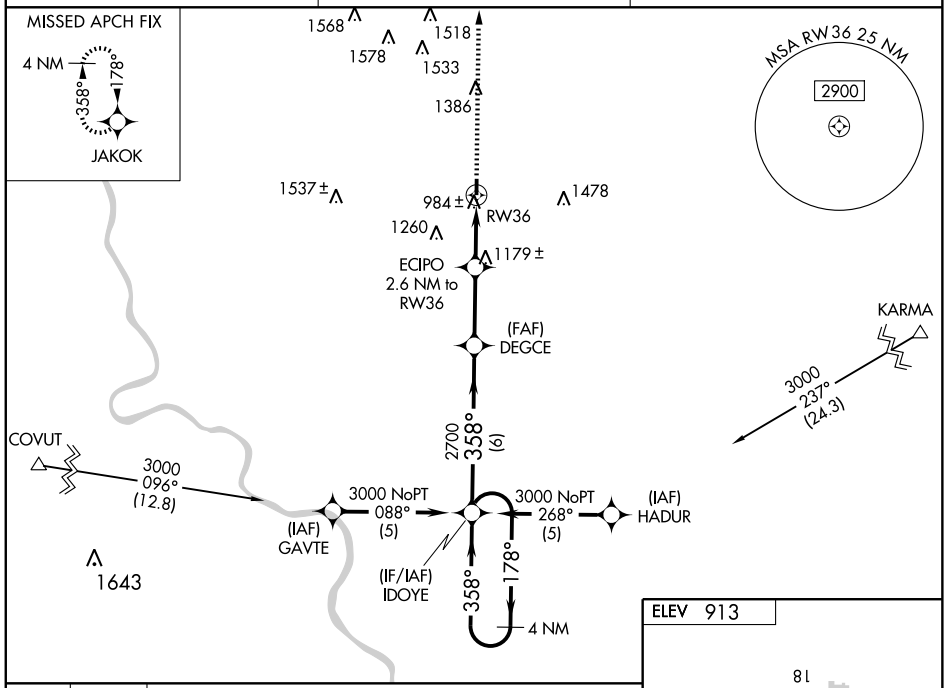
## TARKIO/ GOULD PETERSON MUNI (K57)

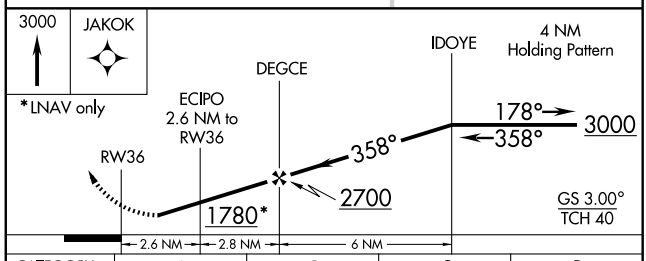
Baro-VNAV NA. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV/VNAV Cats A/B/C visibility ¼ mile.

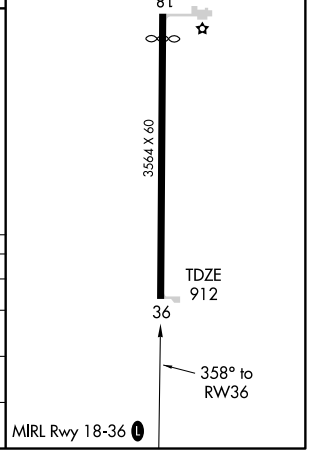
NA

MISSED APPROACH: Climb to 3000 direct JAKOK and hold.

| SHENANDOAH AWOS-3 | MINNEAPOLIS CENTER | CTAF |
|---|---|---|
| 125.525 | 119.6 290.4 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1280-1¼ 368 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1352-1½ 440 (500-1½) | | | NA |
| LNAV MDA | 1480-1 568 (600-1) | | 1480-1½ 568 (600-1½) | NA |
| CIRCLING | 1520-1 607 (700-1) | 1540-1 627 (700-1) | 1540-1¾ 627 (700-1¾) | NA |

| APP CRS | Rwy ldg | 3907 |
|---|---|---|
| 176° | TDZE | 756 |
| | Apt Elev | 757 |

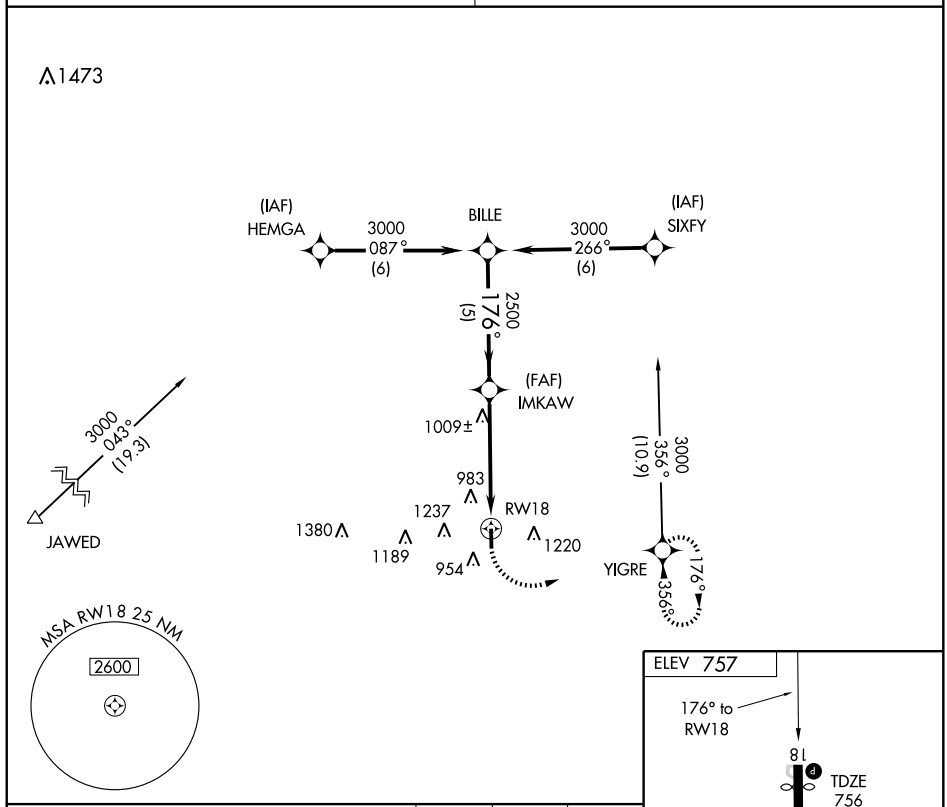
# GPS RWY 18
## TRENTON MUNI (TRX)

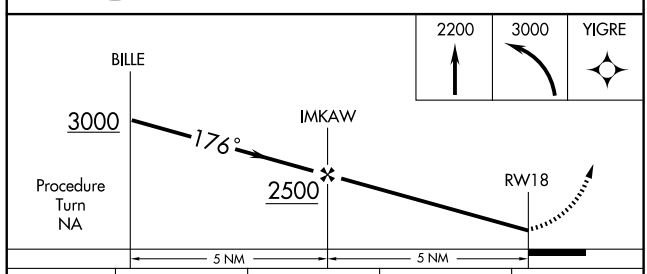
NA

Use Chillicothe Muni altimeter setting.

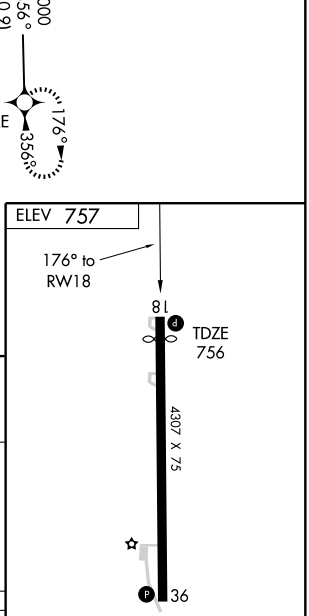
MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct YIGRE WP and hold.

| COLUMBIA RADIO | UNICOM |
|---|---|
| 122.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1320-1 | 564 (600-1) | NA | |
| CIRCLING | 1360-1 | 603 (700-1) | NA | |




MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

| APP CRS | Rwy ldg | 4307 |
|---|---|---|
| 356° | TDZE | 756 |
| | Apt Elev | 757 |

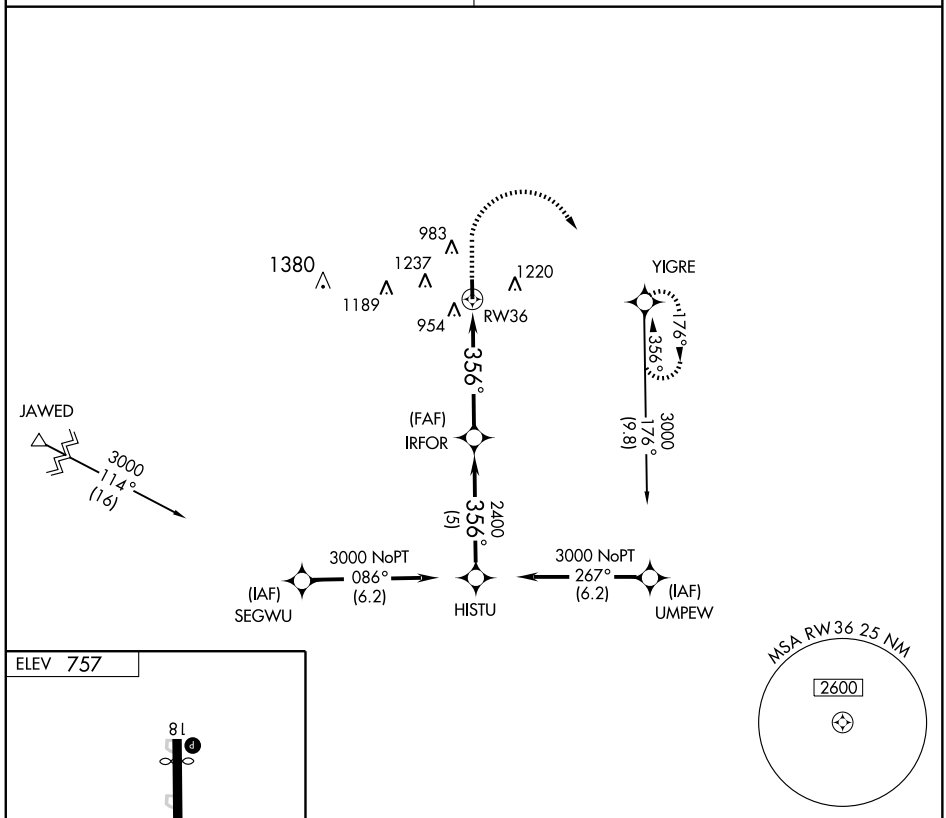
# GPS RWY 36
## TRENTON MUNI (TRX)

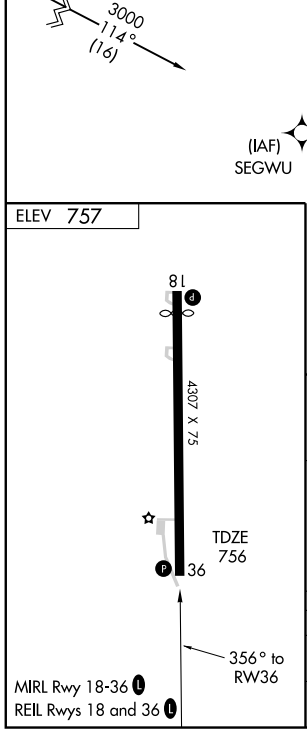
T
A NA

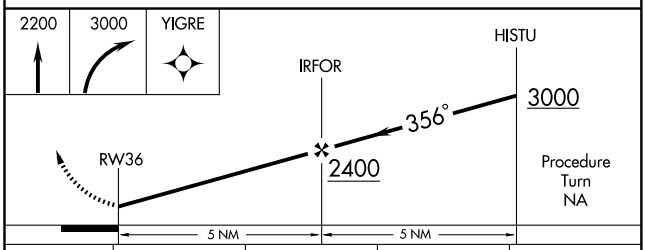
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct YIGRE WP and hold.

| COLUMBIA RADIO | UNICOM |
|---|---|
| **122.2** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1280-1 | 524 (600-1) | NA | |
| CIRCLING | 1360-1 | 603 (700-1) | NA | |

| NDB TRX | APP CRS | Rwy ldg | 3907 |
|---|---|---|---|
| 400 | 183° | TDZE | 756 |
| | | Apt Elev | 757 |

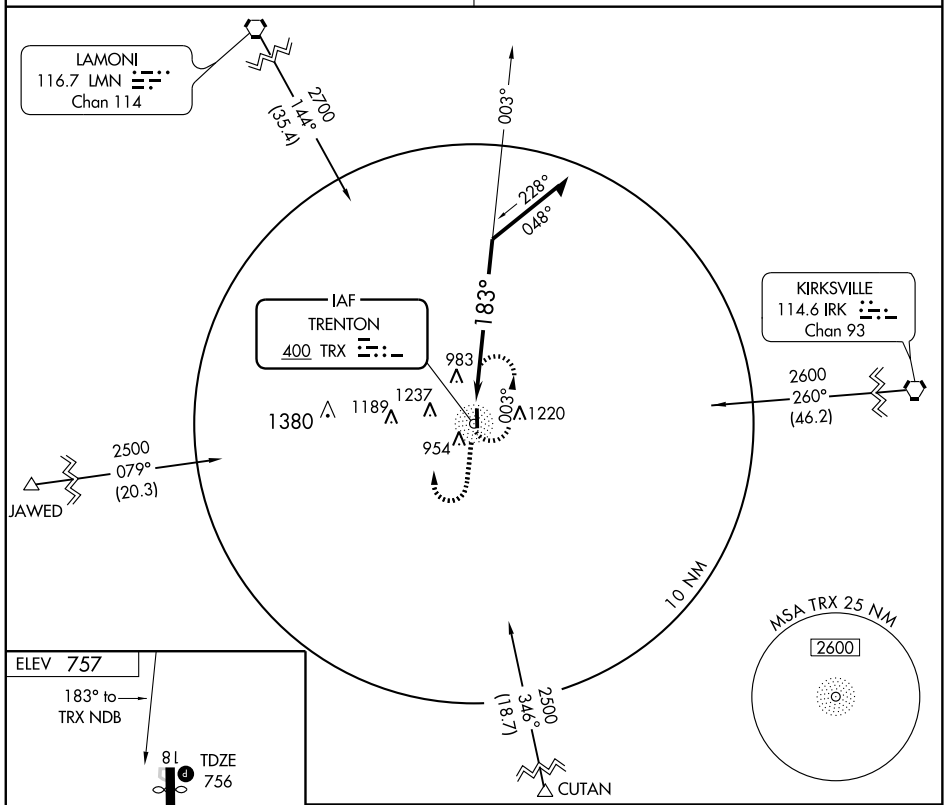
# NDB RWY 18
## TRENTON MUNI (TRX)

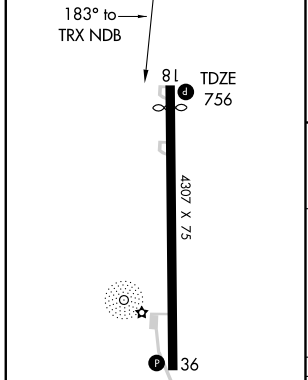
NA

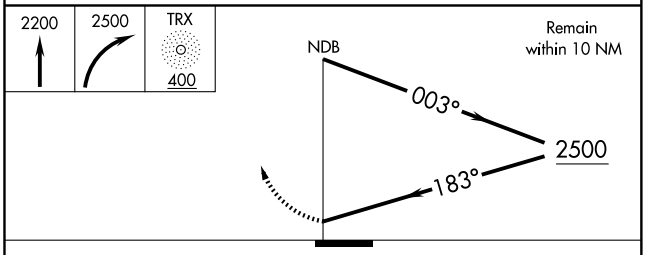
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

| COLUMBIA RADIO | UNICOM |
|---|---|
| 122.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1480-1 | 724 (800-1) | NA | |
| CIRCLING | 1480-1 | 723 (800-1) | NA | |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

| NDB TRX | APP CRS | Rwy ldg | 4307 |
|---|---|---|---|
| 400 | 346° | TDZE | 756 |
| | | Apt Elev | 757 |

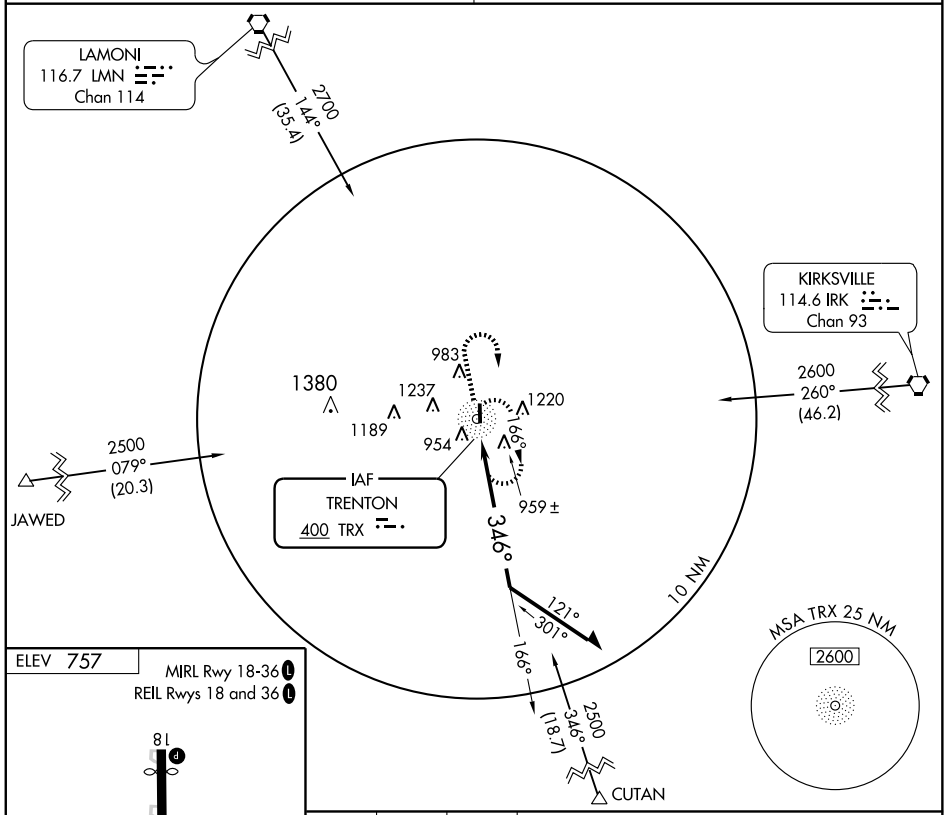
# NDB RWY 36
## TRENTON MUNI (TRX)

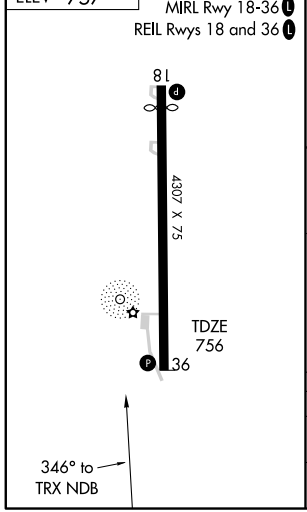
T NA

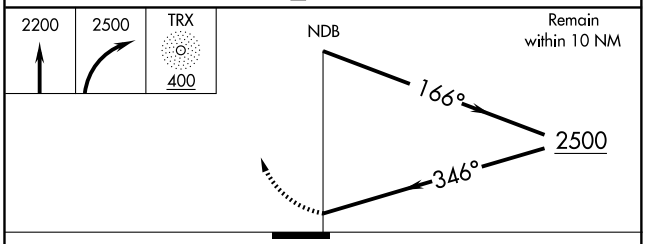
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

| COLUMBIA RADIO | UNICOM |
|---|---|
| 122.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1380-1 624 (700-1) | | NA | |
| CIRCLING | 1380-1 623 (700-1) | | NA | |

| WAAS CH 45803 W18A | APP CRS 181° | Rwy ldg 4206<br>TDZE 797<br>Apt Elev 798 |
|---|---|---|

# RNAV (GPS) RWY 18

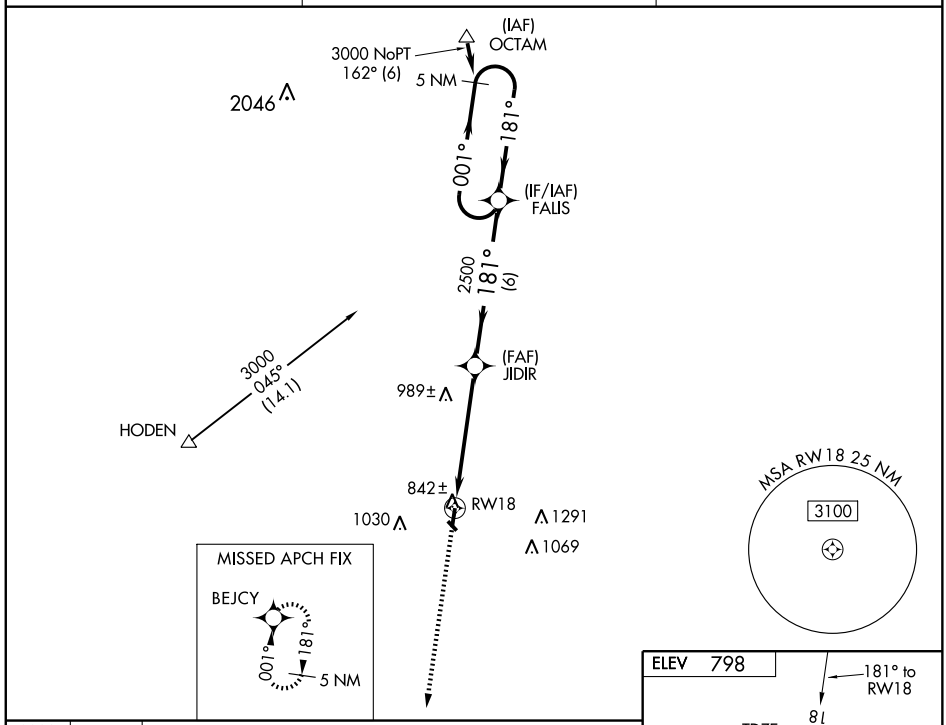
## WARRENSBURG/ SKYHAVEN (RCM)

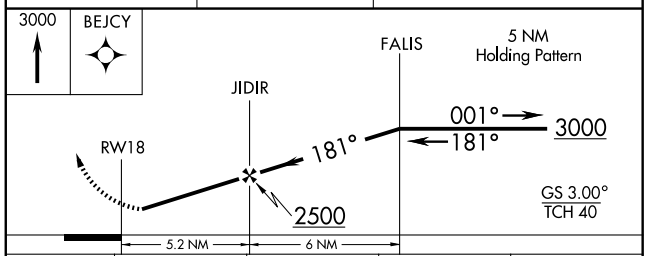
NA

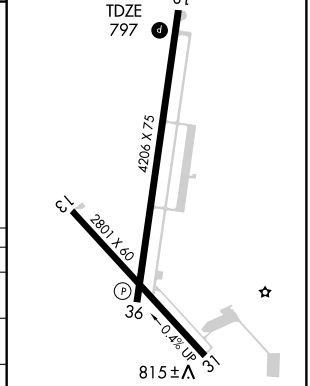
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct BEJCY and hold

| AWOS-3 | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 119.575 | 127.45 284.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1086-1 289 (300-1) | | | NA |
| LNAV/ VNAV DA | 1141-1¼ 344 (400-1¼) | | | NA |
| LNAV MDA | 1280-1 483 (500-1) | | 1280-1¼ 483 (500-1¼) | NA |
| CIRCLING | 1300-1 502 (600-1) | 1320-1 522 (600-1) | 1320-1½ 522 (600-1½) | NA |

MIRL Rwys 13-31 and 18-36 L

REIL Rwys 13, 18, 31, and 36 L

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| WAAS CH 65903 W36A | APP CRS 001° | Rwy ldg 4206<br>TDZE 797<br>Apt Elev 798 |
|---|---|---|

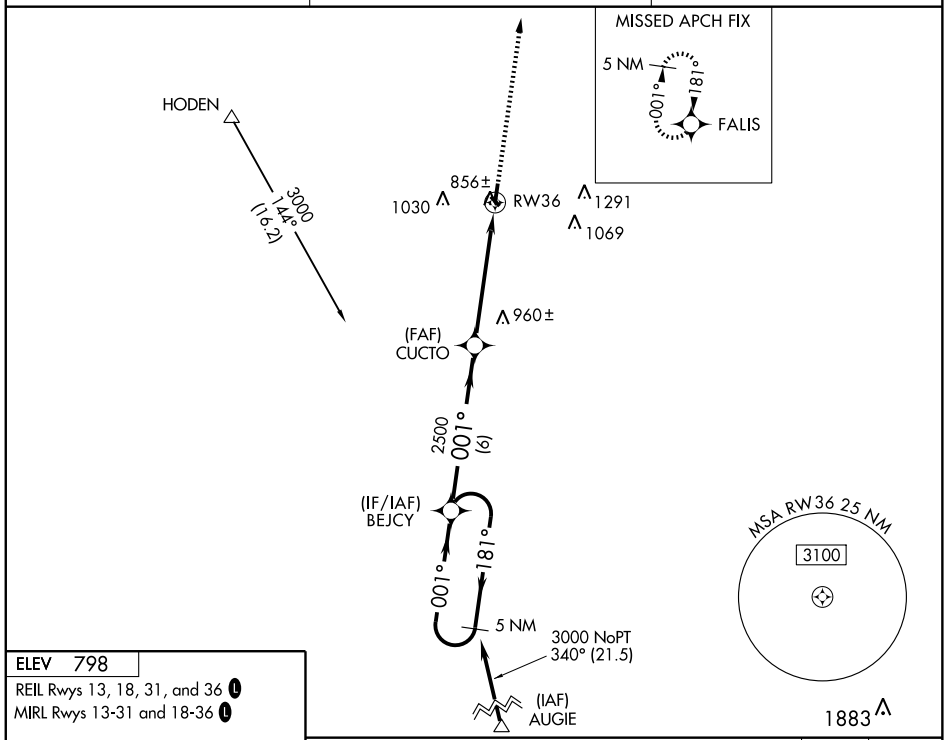
# RNAV (GPS) RWY 36
## WARRENSBURG/SKYHAVEN (RCM)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct FALIS and hold.

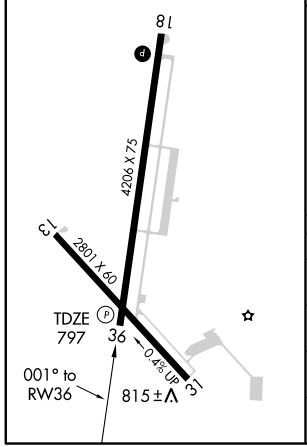
| AWOS-3 | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 119.575 | 127.45 284.0 | 123.0 (CTAF) L |

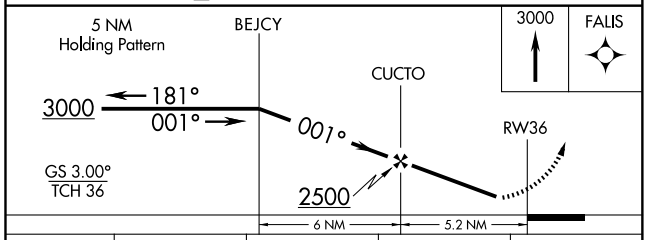



ELEV 798

REIL Rwys 13, 18, 31, and 36 L

MIRL Rwys 13-31 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1086-1 289 (300-1) | | | NA |
| LNAV/VNAV DA | 1197-1½ 400 (400-1½) | | | NA |
| LNAV MDA | 1260-1 463 (500-1) | | 1260-1¼ 463 (500-1¼) | NA |
| CIRCLING | 1300-1 502 (600-1) | 1320-1 522 (600-1) | 1320-1½ 522 (600-1½) | NA |

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| VORTAC ANX | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.0 | 134° | TDZE | N/A |
| Chan 87 | | Apt Elev | 798 |

# VOR/DME-A

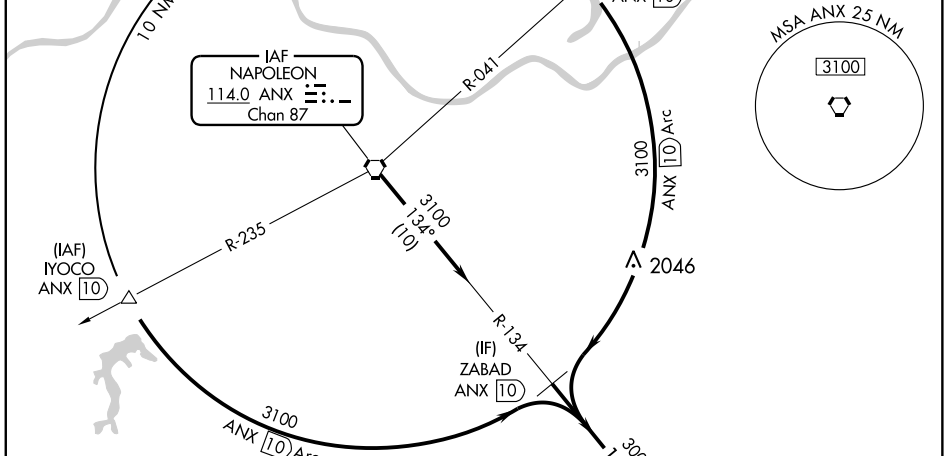
## WARRENSBURG/SKYHAVEN (RCM)

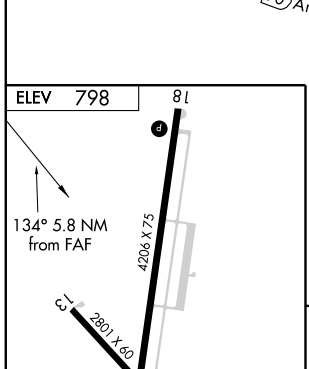
Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet.

NA

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 via ANX R-134 to LUNCH/18 DME and hold.

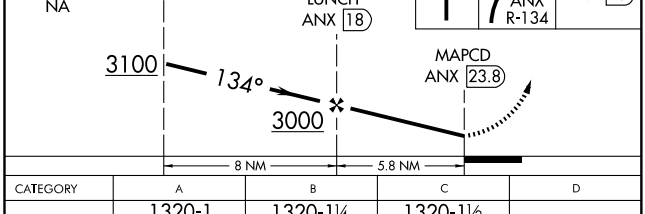
| AWOS-3 | WHITEMAN APP CON ★ | UNICOM |
|---|---|---|
| 119.575 | 127.45 284.0 | 123.0 (CTAF) L |




MIRL Rwys 13-31 and 18-36 L

REIL Rwys 13, 18, 31, and 36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1320-1<br>522 (600-1) | 1320-1¼<br>522 (600-1¼) | 1320-1½<br>522 (600-1½) | NA |

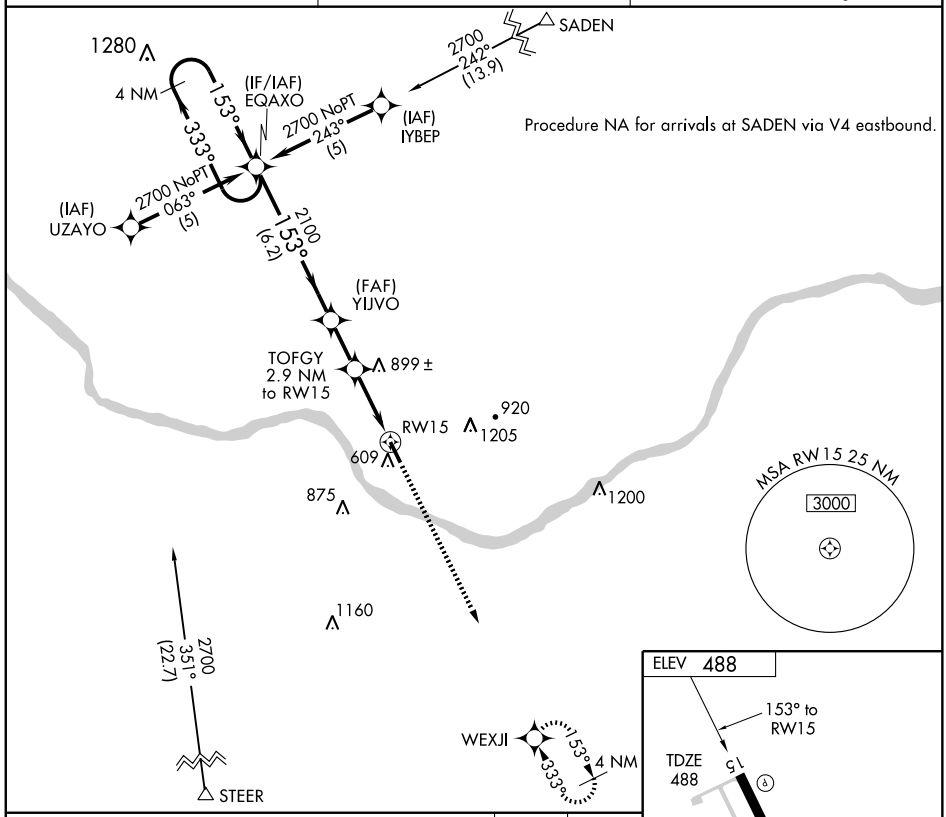
| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 153° | TDZE | 488 |
| | Apt Elev | 488 |

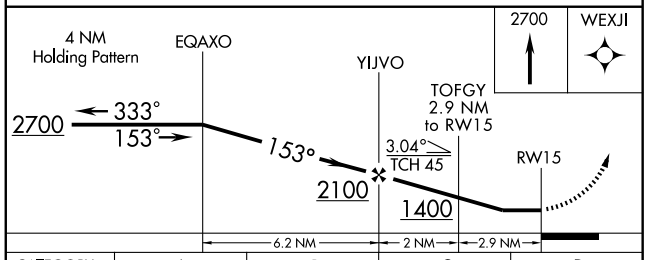
# RNAV (GPS) RWY 15
## WASHINGTON RGNL (FYG)

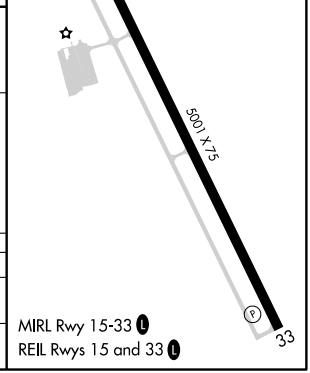
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct WEXJI and hold.

| AWOS-3 | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 121.325 | 126.5 254.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 | 672 (700-1) | 1160-2<br>672 (700-2) | NA |
| CIRCLING | 1220-1<br>732 (800-1) | 1260-1¼<br>772 (800-1¼) | 1260-2¼<br>772 (800-2¼) | NA |

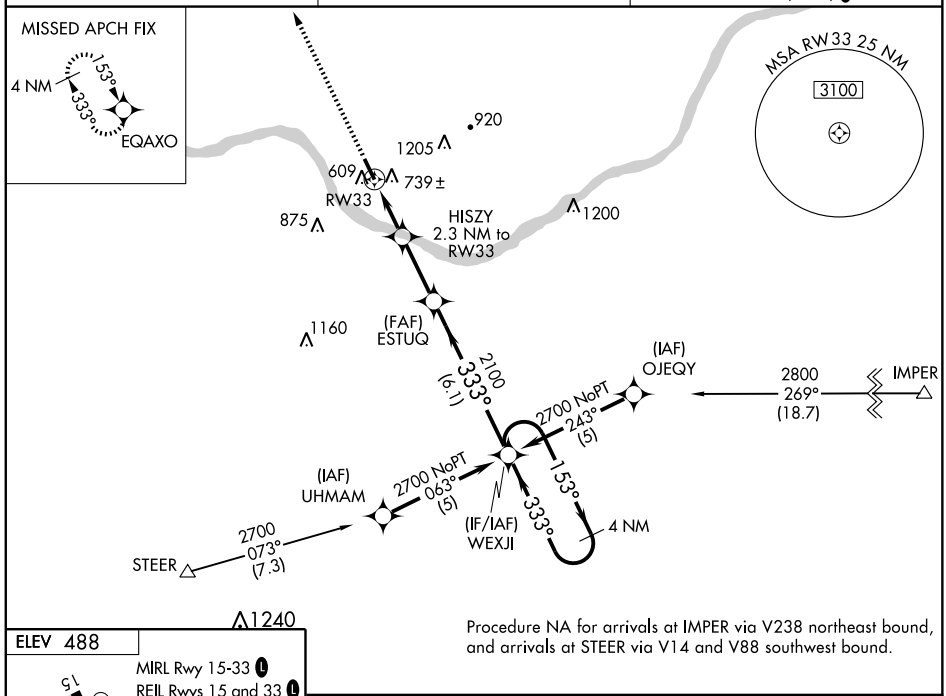
| WAAS CH 45715 W33A | APP CRS 333° | Rwy ldg 5001 TDZE 486 Apt Elev 488 |
|---|---|---|

# RNAV (GPS) RWY 33
## WASHINGTON RGNL (FYG)

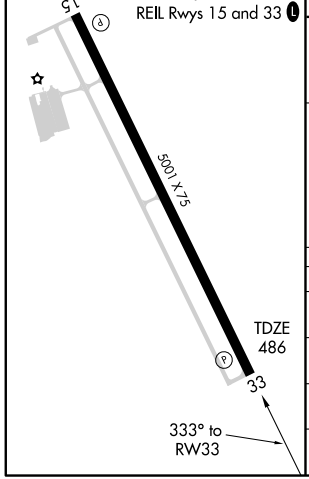
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Spirit of St. Louis altimeter setting.

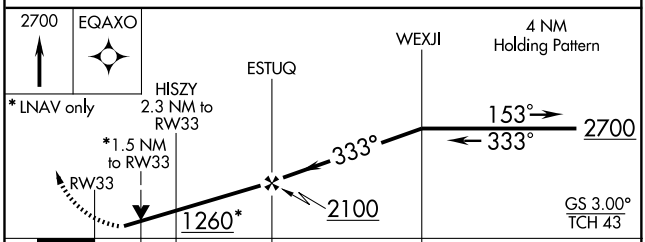
MISSED APPROACH: Climb to 2700 direct EQAXO and hold.

| AWOS-3 | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 121.325 | 126.5 254.3 | 122.8 (CTAF) L |




Procedure NA for arrivals at IMPER via V238 northeast bound, and arrivals at STEER via V14 and V88 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 824-1¼ 338 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1051-2 565 (600-2) | | | NA |
| LNAV MDA | 1000-1 514 (600-1) | | 1000-1½ 514 (600-1½) | NA |
| CIRCLING | 1220-1 732 (800-1) | 1260-1¼ 772 (800-1¼) | 1260-2¼ 772 (800-2¼) | NA |

WASHINGTON, MISSOURI

AL-6478 (FAA)

09295

# VOR-A

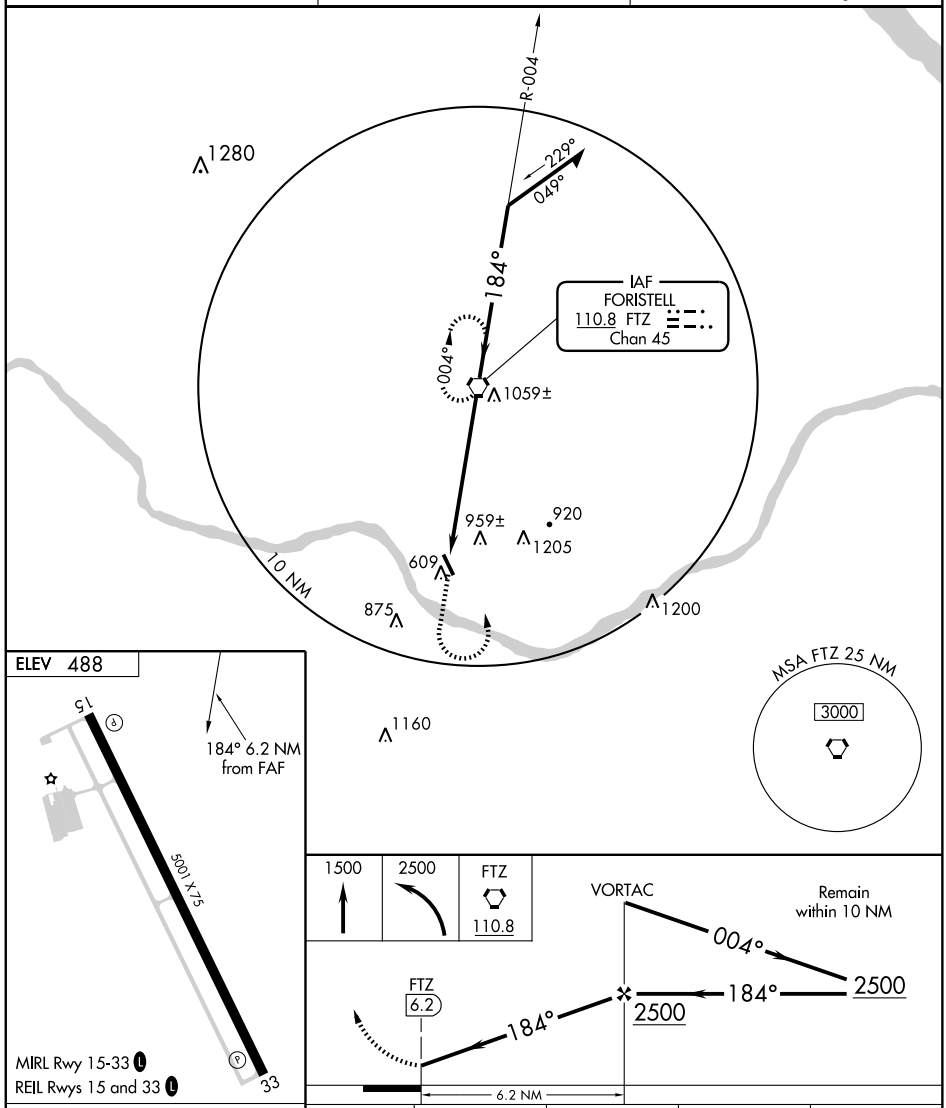
## WASHINGTON RGNL (FYG)

| VORTAC FTZ | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 110.8 | 184° | TDZE | N/A |
| Chan 45 | | Apt Elev | 488 |

When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

| AWOS-3 | ST. LOUIS APP CON | UNICOM |
|---|---|---|
| 121.325 | 126.5 254.3 | 122.8 (CTAF) L |




| FAF to MAP 6.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1220-1<br>732 (800-1) | 1260-1¼<br>772 (800-1¼ ) | 1260-2¼<br>772 (800-2¼) | NA |

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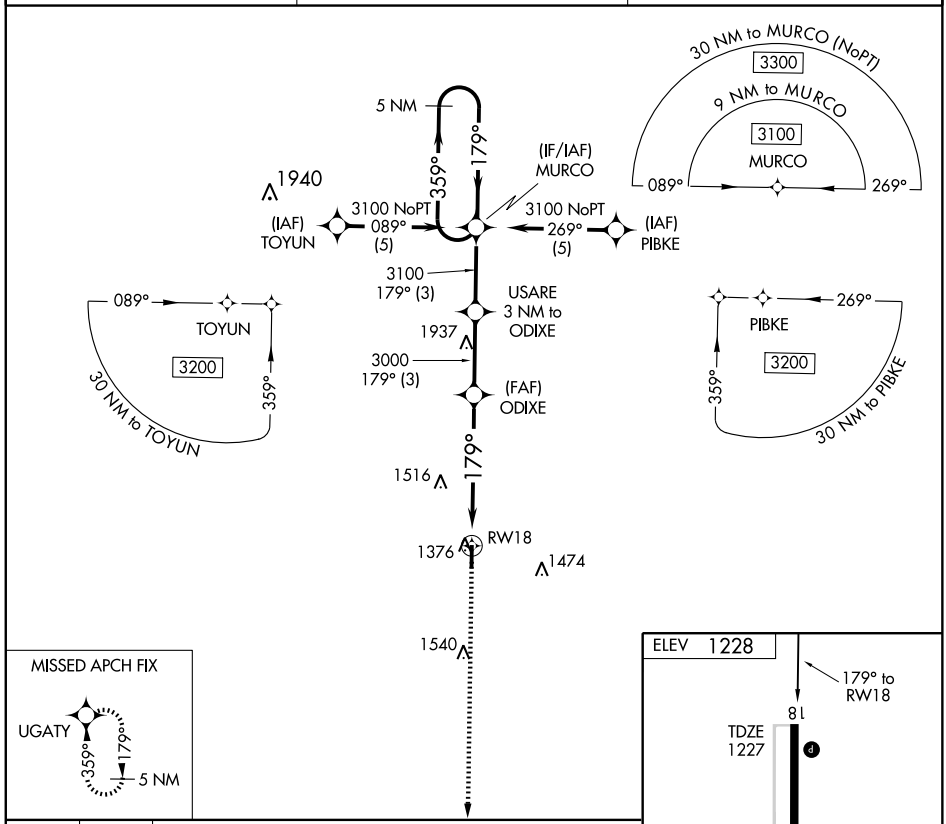
| APP CRS | Rwy ldg | 5102 |
|---|---|---|
| 179° | TDZE | 1227 |
| | Apt Elev | 1228 |

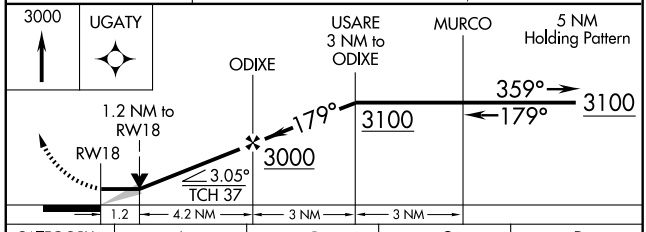
# RNAV (GPS) RWY 18
## WEST PLAINS MUNI (UNO)

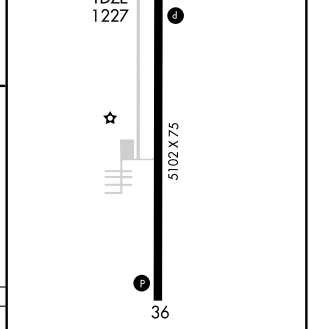
If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all MDAs 140 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Mountain Home, AR altimeter setting.

MISSED APPROACH: Climb to 3000 direct UGATY and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 123.825 | 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1 413 (500-1) | | 1640-1¼ 413 (500-1¼) | NA |
| CIRCLING | 1680-1 452 (500-1) | | 1680-1½ 452 (500-1½) | NA |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

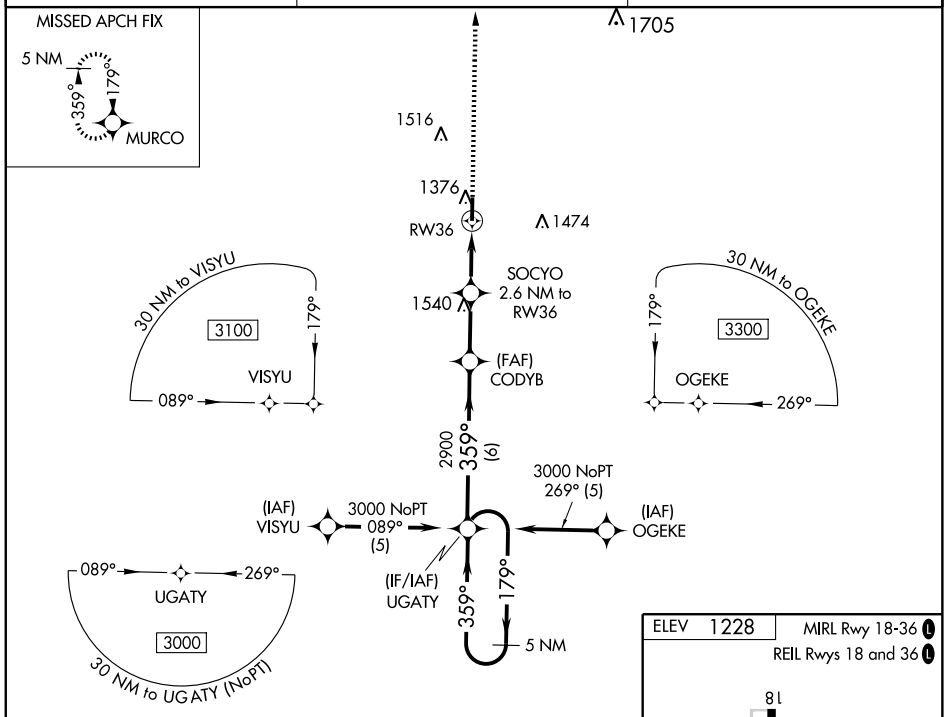
| WAAS CH 40202 W36A | APP CRS 359° | Rwy ldg 5102<br>TDZE 1228<br>Apt Elev 1228 |
|---|---|---|

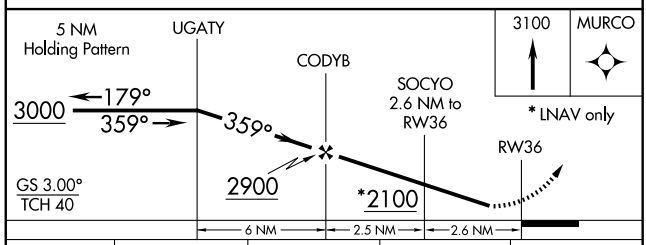
# RNAV (GPS) RWY 36
## WEST PLAINS MUNI (UNO)

Baro-VNAV NA when using Mountain Home, AR altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all DAs/MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct MURCO and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 123.825 | 120.075 289.4 | 122.8 (CTAF) L |



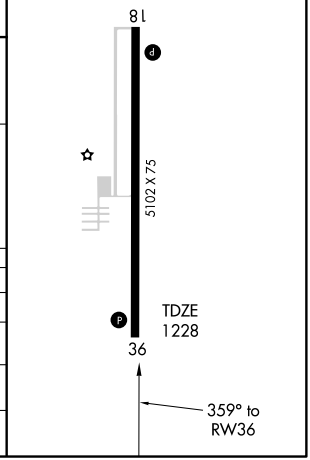




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1478-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1529-1 301 (400-1) | | | NA |
| LNAV MDA | 1580-1 352 (400-1) | | | NA |
| CIRCLING | 1680-1 452 (500-1) | | 1680-1½ 452 (500-1½) | NA |

ELEV 1228

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

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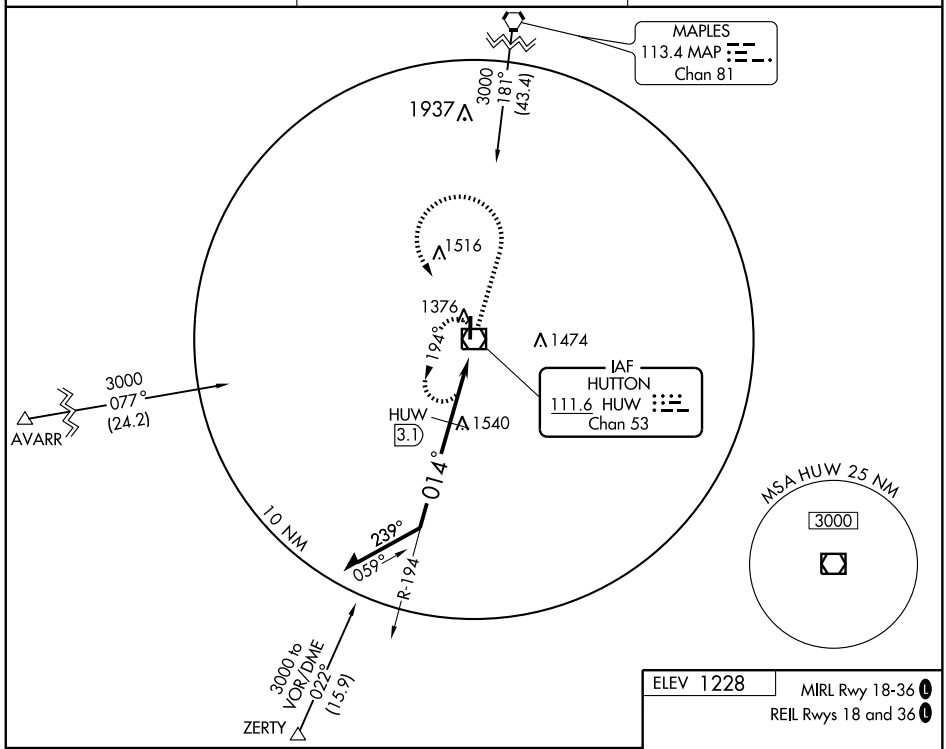
| VOR/DME HUW 111.6 Chan 53 | APP CRS 014° | Rwy ldg 5102<br>TDZE 1228<br>Apt Elev 1228 |
|---|---|---|

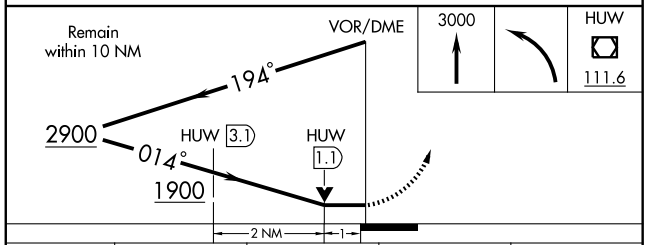
# VOR RWY 36
## WEST PLAINS MUNI (UNO)

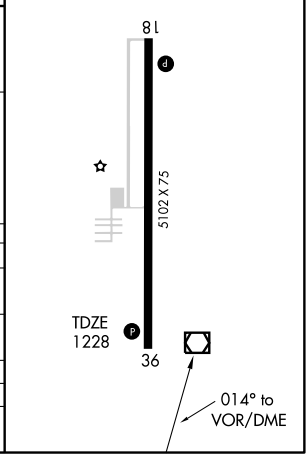
VDP applies to DME minimums only.

MISSED APPROACH: Climb to 3000 then left turn direct HUW VOR/DME and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 123.825 | 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1900-1 672 (700-1) | | 1900-2<br>672 (700-2) | NA |
| CIRCLING | 1900-1 672 (700-1) | | 1900-2<br>672 (700-2) | NA |
| DME MINIMUMS | | | | |
| S-36 | 1600-1 372 (400-1) | | | NA |
| CIRCLING | 1680-1 452 (500-1) | | 1680-1½<br>452 (500-1½) | NA |

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